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# TWENTY-THIRD ANNUAL REPORT

OF THE

## RAILROAD AND WAREHOUSE COMMISSION

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RAILROADS, FOR THE YEAR ENDING JUNE 30, 1893.  
GRAIN INSPECTION DEPARTMENT, OCTOBER 31, 1893.  
OFFICE EXPENSES, DECEMBER 1, 1893.



### COMMISSIONERS:

W. S. CANTRELL, BENTON, *Chairman*.

THOMAS GAHAN, CHICAGO.

C. F. LAPE, SPRINGFIELD.

J. W. YANTIS, SPRINGFIELD, *Secretary*.

RICHARD P. MORGAN, DWIGHT C. MORGAN, *Consulting Engineers*, DWIGHT.

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SPRINGFIELD, ILL.:  
H. W. ROKKER, STATE PRINTER AND BINDER.  
1894.

THE ALMA MATER  
OF THE  
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## REPORT OF THE COMMISSION.

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OFFICE OF RAILROAD AND WAREHOUSE COMMISSION,  
SPRINGFIELD, ILL., Dec. 1, 1893.

*To the Hon. JOHN P. ALTGELD, Governor of Illinois:*

As provided by law, we herewith submit the 23d Annual Report of the Railroad and Warehouse Commission of this State.

The present Commission entered upon the discharge of their duties on the 23d day of January, 1893, and while the labors of the Commission have been rather onerous, and have occupied almost our entire time, yet we are pleased to say that our duties thus far have been, in the main, very pleasant.

In the arrangement of this report we have departed somewhat from the form adopted by our predecessors, believing that to do so would improve the appearance of our report, and make it more convenient for those who may examine it. The necessary tables have been grouped in such manner as to make them more useful, and at the same time more interesting than in the old arrangement. While we do not claim that our observations upon the work of the Commission is an improvement upon the very able reports of our predecessors, yet we have endeavored to give the public all the information in our power as to the duties and labor pertaining to our office *in a plain, unostentatious manner.*

### REPORTS OF RAILROAD COMPANIES.

The Commission has been greatly delayed in the preparation of this report by the failure or neglect of some of the railroad companies to promptly make their reports to us as required by law. All have, however, made reports with the exception of the Jacksonville and Southeastern, and the Peoria and Pekin Union. Repeated requests have been made upon the proper officers of each of said companies without effect, and while we regret very much to be compelled to resort to an enforcement of the penalty provided by law, yet we feel warranted in these cases in doing so, and have requested the Attorney General to bring suit against each of them. With the larger companies, upon which devolved greater labor in making their reports, there was no trouble whatever. They showed a disposition to

assist rather than retard us by sending their reports in promptly, and we take this occasion to commend them for it.

Our report having been delayed for the reasons stated, we have deemed it advisable to include matters in this report that have arisen since December 1, 1893, the time provided by law when it should have been submitted to your excellency.

#### CLAIMS.

On January 23, 1893, a bill for \$2,500 for legal services, claimed to have been rendered in the Criminal Court of Cook county by the Hon. Francis A. Riddle, an attorney of Chicago, at the request of a former Commission in the cases of *The People of the State of Illinois vs. The Lake Shore and Michigan Southern Railroad Co.*, and *Michigan Central Railroad Companies*, was presented to us for payment. The services claimed for extended from November, 1887, until the disposition of the cases in the Criminal Court in December, 1892. This claim had been presented to our predecessors, but for some reason, not disclosed by the record, it was not allowed. Upon a thorough examination of the records of this office, we were unable to find any reference whatever to his employment. We directed Mr. Jas. H. Paddock, the then Secretary of the Commission, to confer with Gen. Rinaker, who was the Chairman of the Board at the time Mr. Riddle claims to have been employed, and ascertain what he knew about the matter. Gen. Rinaker came to Springfield in response to the Secretary's letter, and said to us that he knew nothing whatever about the matter. Attorney General Hunt was then called upon, and he also informed us that he knew nothing whatever about his employment. With this condition confronting us, we refused to allow Mr. Riddle's claim. Some correspondence was had between Mr. Riddle and the Chairman of our Commission, which resulted in the presentation to the Commission for our consideration, the affidavit of Mr. Riddle, and the statements of distinguished lawyers of Chicago, some of whom were personally known to us, which together with the correspondence in this matter will be found in the Appendix to this volume.

There is no question in our minds but that Mr. Riddle performed the services as claimed, but in our judgment the amount charged was excessive. We therefore allowed him \$1,500 in full for his services, and the further sum of \$14 costs which had been advanced by him in said cases, which he accepted in full settlement of his claim and costs.

The serious difficulty in the way of a recovery in this case and our reasons for refusing to allow this claim was the absence of any contract between the Commission and Mr. Riddle, so far as the records of the Commission disclose. But there being no doubt in our minds that the services were performed and accepted by the Commission, there was no question but what Mr.

Riddle was entitled to recover upon a *quantum meruit*, and we settled with him as stated.

#### SUITS.

In 1891, Messrs. Kerrick, Lucas and Spencer, attorneys of Bloomington, Illinois, were employed by our predecessors to bring suits against the Lake Erie and Western Railroad Co., and the Cleveland, Cincinnati, Chicago and St. Louis Railroad Co., for discrimination. These cases were pending when we took charge of the business of this office. We were asked by counsel representing the defendants to dismiss these suits, for the reason that the discrimination complained of was simply an honest mistake, without any intention whatever to violate the law, and that reparation had been fully made to the parties discriminated against. Upon conferring with our attorneys, we ascertained that this statement was correct, but our predecessors having paid Messrs. Kerrick, Lucas and Spencer the sum of six hundred dollars (\$600) as attorney fees, and having incurred the further sum of twenty-two dollars and twenty cents (\$22.20) as court costs, we did not feel warranted in dismissing them unless the defendants should reimburse the Commission for the amount of attorney fees and court costs heretofore paid out, amounting in the aggregate to six hundred and twenty-two dollars and twenty cents (\$622.20), which they did, and the suits were dismissed.

The above amount of six hundred and twenty-two dollars and twenty cents will be found in our financial statement accompanying this report.

#### COMPLAINTS.

Divers and sundry complaints of all kinds and character have been presented to the Commission during the past year, and in every instance we have taken them up and disposed of them as rapidly as possible. In a large majority of these cases, however, it has only been necessary for us to call the attention of the carrier complained against, to the complaint, and they have cheerfully adjusted the matter. This is evidence of a desire on the part of the railroads to treat those doing business with them with proper consideration. On the whole, we have had very little trouble in adjusting both real as well as imaginary wrongs. A custom had grown up in this office of construing any kind of a letter in which the writer should either directly or indirectly intimate that some railroad company had either done, or failed to do something that in the judgment of the writer should or should not be done, as a complaint, and upon this informal, vague and uncertain instrument, the railroad company was called upon to explain. If a satisfactory explanation was not made, the case was set down for hearing. This gave rise to unnecessary correspondence, and delayed the

determination of the case which was very unsatisfactory to all parties in interest. At the hearing, we were invariably met with the statement of counsel that they were not familiar with the practice before the Commission. This condition gave rise to the formulation of

#### RULES OF PRACTICE.

Owing to the fact that our predecessors had never adopted rules of practice in the matter of complaints, we have deemed it advisable for the convenience of all parties to adopt a code of rules to govern the Commission in all classes of complaints made to them, and in the preparation of these rules we have adopted, when practicable, the rules of practice adopted by the Interstate Commerce Commission, and have added forms of complaint to be used, which we hope will meet the approbation of those having business in the nature of complaints before the Commission. We have also included the Statutory provisions and Revised Rules governing interlocking devices, which were prepared by our Consulting Engineers, Richard P. Morgan and Dwight C. Morgan, after several conferences with a Committee appointed by the Engineers of the different railroads entering Chicago, of which Mr. J. F. Wallace was Chairman, and which were, in the main, agreed upon.

These rules together with blank forms, which will be found in this volume, will be furnished free of charge on application to the Secretary of the Commission at Springfield.

#### INSPECTION.

We began the inspection of the railroads of the State on the first day of August, and concluded it on the sixth day of December, having inspected 10,201 miles of railroad track in our tour. Our inspection was not confined alone to the physical condition of the track and structures but extended to depot buildings, shops, terminals and equipment as well. We were furnished with special trains with observation car attached and were accompanied by our Consulting Engineer and one or more of the officials of the line being inspected. The train was placed under our control as to rate of speed and stops and every courtesy that could be shown us was extended by the railroad officials, thus making our labor more pleasant and at the same time facilitating our inspection. For these courtesies we take this opportunity, in a formal manner, of expressing our appreciation.

We are pleased to say that the physical condition of the Railroads of Illinois is approaching perfection as fast as money and brains can bring such condition about. While the financial depression of the past year has prevented many of the railroad companies from making the improvements they had intended, yet, with few exceptions, they have all put their road beds and structures in safe condition.



## DEPOTS.

As a rule, the character and conditions of the railroad depots in the State are commendable. In our inspection we took occasion to examine them carefully and when we found a depot that needed enlarging or repairing, we called the attention of the management to it and was assured that they would meet the desires of the Commission as soon as possible. In several instances formal complaints have been made (see Appendix) and we have without delay taken these matters up, and they have been adjusted.

## TRAIN SERVICE.

We had but one complaint on account of insufficient train service, that being the citizens living along the line of the Belleville and Eldorado division of the St. Louis, Alton and Terre Haute Railroad. This division or branch is 50 miles in length, running from Eldorado, in Saline county, the junction of the Shawneetown branch of the Louisville and Nashville and the Cairo division of the C., C. & St. L., or "Big 4," to DuQuoin, in Perry county, the junction of the Illinois Central and the main stem of the St. Louis, Alton and Terre Haute. This branch road runs through a strictly agricultural country, and has located upon it 12 stations, with an average population of 1,000. The complaint was heard by the Commission at Benton, a point on the line of the B. & E. branch, on January 9 and 10. The complainants were represented by Hous. C. H. Layman and D. R. Webb. The defendant, by its President, Mr. Geo. W. Parker, Hon. F. M. Youngblood and W. H. Hart. The merits of the case were thoroughly entered into, a large number of witnesses being examined. The complainants insist that the present train service is not ample for the convenience of the public. The defense in effect admits the truth of this charge, but insists that the earnings of this division are not sufficient to increase its present train service. Upon the conclusion of the evidence in this case, both parties were allowed thirty days in which to file written briefs and arguments, and as this time has not yet elapsed, there is nothing more to be said of the case in this report.

## ACCIDENTS.

By reference to the tables of accidents in Illinois, we regret that, on the whole, they show an increase in the number of persons killed and injured over the previous year. Relative to passengers killed, there is a decrease from last year, although the roads of the State carried, in round numbers, 9,300,000 more passengers than during the previous year. Some of the companies operating lines in this State have, for a number of years, enjoyed most excellent records in safely transporting their passengers, while of others the same cannot be said.

The adoption of safety devices of approved pattern on some of the roads meets the hearty approval of this Commission and we hope for an early, just and equitable solution of the "Railroad Problem of Chicago," as the complicated conditions there, leading to accidents of various kinds, very much enlarges the list of accidents.

This, together with the requirements of the Inter-State Commerce Commission relative to automatic couplers, should enable a much more favorable showing in future reports.

#### SAFETY APPLIANCES.

The importance of safety devices for the protection of trains against collision was very forcibly impressed upon us by our examination of one of the Block Signal Systems in operation in the State. On the 7th day of September, we accepted an invitation from Mr. J. F. Wallace, Chief Engineer of the Illinois Central, to inspect the actual workings of the Hall Signal System in use by that company from their depot at Twelfth street to Kensington, a distance of about sixteen miles, known as the terminal district of the Illinois Central. This examination was made during the very heaviest World's Fair traffic and we deem it proper to say that in our general examination of the automatic and manual block signal systems for preventing accidents and protecting life and property on railroads, it is our opinion that the Hall signal is among the best. One of the very important adjuncts of this excellent device is that while it apparently covers all of the requirements of safety, its reasonable cost of installation and maintenance brings it within the easy reach of many of the railroads, and reference to the report of our Consulting Engineers, found in this volume, will show the roads which have adopted block systems and the number of miles of each road protected by them.

We are informed by the management of the Illinois Central that not a single accident occurred on that part of their line protected by the block signals during the World's Fair traffic, which could in any way be attributed to defects in the block system; the average number of daily trains handled was between seven and eight hundred, and the number of passengers carried during the period of the Fair was nine million six hundred thousand, exclusive of through passenger business. This, in our mind, is proof conclusive that the block system in use on that road is a success. This same can be said of other block systems, but not having had the opportunity to examine them so completely, we are, at this time, unable to make reference to them in detail. Our views in regard to the importance of safety devices of this character are substantiated by comparative statistics, which show that about five and one-half times as many people are killed in this country as in England, and the reason, in our judgment, is this: In England, 57 per cent. of the roads are double track, while in this country the proportion is only

5.5 per cent. In England nearly 90 per cent. of the railway mileage is protected by block systems, while only 5 per cent. is so protected in this country; but on the mileage in this country protected with block systems the percentage of accidents is quite as low as in England.

Attention is further called to the report of the Consulting Engineers of this Commission relative to the destruction of railway property as affecting the safe operation of railways; also interlocking devices in Illinois.

#### PROSPERITY OF THE PAST YEAR.

The following tables and summary show, on the whole, an increase in the business and earnings of the railroad companies of the State over last year of 4.9 per cent., and a corresponding increase in their expenses of 7.7 per cent.

Twenty-six roads paid dividends during the past year amounting to \$28,712,961. Compared with 1892, the same number of roads paid dividends, but the amount paid in 1892 was \$3,385,445.53 less than for the present year.

The very complete examination of the railroads of the State, made by this Commission, also disclosed that as a whole the railroads are in better physical condition than ever before.

#### ROADS IN THE HANDS OF RECEIVERS.

During the year ending December 1, 1893, seven railroads in the State went into the hands of receivers, aggregating 690 miles of road. On a basis of comparison, it may be stated that the total miles of road in the United States in receivers' hands on December 1st, was 22,534, or 12.7 per cent. The total miles of road in Illinois in receivers' hands was 690 miles, or 6.7 per cent. of the total mileage of the State. The proportion in receivers' hands in Illinois on December 1, 1893, of the total miles in receivers' hands in the United States at large, is only 3 per cent., and Illinois having 5.8 per cent. of the entire mileage of the Union, the percentage of miles of Illinois roads in receivers' hands, as compared with the percentage of entire miles of railway in the United States in receivers' hands, is 2.8 per cent. less than its proportion.

#### THE INSPECTION AND STORAGE OF GRAIN.

Several grain inspection departments have been established outside of the city of Chicago, but the great volume of business is handled by the Chicago department, which is justly celebrated in the amount of grain which it examines and grades, and in the uniformity it has maintained in the inspection. Chicago inspection certificates are good in all parts of the world reached by our cereal produce.

Other cities have lowered the standards for the purpose of attracting grain to their markets, but Chicago has maintained high and uniform standards and holds its supremacy in the grain markets of the world, owing largely to the rigid system of inspection, attracting buyers from almost every portion of the civilized world. The Chief Inspector's report shows the inspection by the Chicago department in round numbers to be 215,000,000 bushels of grain, of which 94,500,000 bushels went into store during the year, and on October 31st the unprecedented amount of 23,000,000 bushels was in store in the warehouses of Chicago.

For reference in detail to the inspection and storage of grain, the reports of the Chief Grain Inspector and the Registrar, with appended statistical tables, will be found in this volume.

#### DUTIES OF THE COMMISSION.

The more important duties of this Board naturally group themselves under the following heads:

(1.) The making of schedules of maximum rates, and their amendment from time to time as experience may dictate.

(2.) The enforcement by prosecutions of the statutes against extortion and unjust discrimination.

(3.) The hearing and deciding of crossing cases under the Act of 1889; and also of cases for the protection of grade crossings under the Interlocking act of 1891, in which classes of cases the Commission performs a *quasi* judicial function.

(4.) Precautions to secure the proper and safe physical condition of road-beds, bridges and trestles.

(5.) The making and enforcing of proper rules for the inspection of grain in the several inspection departments of the State, particularly in the city of Chicago.

(6.) The general supervision of warehouses of class "A," and of the warehousing of grain therein, registration of warehouse receipts, etc.

The specific powers granted to the Commission do not include all causes of complaint some of which have come under our observation, and in those instances where able to do so we have not hesitated, upon such grievances coming to our notice, to assist in clearing up complications between the railway companies and their patrons.

#### NECESSARY LEGISLATION.

We desire to call the attention of your Excellency to the defective and inadequate state of the law on the subject of "Compelling repairs to defective roadways and bridges." The statute

provides whenever it shall come to the knowledge of said Board, by complaint or otherwise, that any railroad bridge or trestle, or any portion of the track of any railroad in this State is out of repair, or is in an unsafe condition, it shall be the duty of such Board to investigate or cause an investigation to be made of such railroad bridge, trestle or track, etc. See chap. 114 R. S. 1893, page 1111, sec. 11½.

After an investigation, if the Commissioners are satisfied that the defects found ought to be remedied, they have the power to recommend, *not order*, that the necessary repairs be made. If this recommendation is not concurred in by the company to whom it is made, then in a reasonable time the Commission must set a day and give the company an opportunity to convince them that they have the highest regard for the Commission, that they are good fellows and that the Commission ought not to be so hard on them, that they are doing all they can to get the property in good condition and if the Commission will only give them time everything will be done that can be done to meet the wishes of the Commission. If the Commission has the backbone to withstand their blandishments, then they are permitted under the law to fix a time, and of course it must be reasonable, within which the necessary repairs and renewals shall be made by the company. At the expiration of this time, if the order is not complied with, then the Commission may by *mandamus* compel a compliance with their order. Thus it will be observed that every step in compelling a railroad company to put its road in safe condition is fraught with delay, and from the first to the last act much valuable time is lost and the lives of those who may be compelled to travel over such a railroad are imperiled.

We therefore recommend that further legislation is needed, empowering the Railway Commissioners to dispose of these matters in a more summary manner.

#### FINANCIAL STATEMENT.

OFFICE EXPENSES.		
Unexpended appropriation December 1, 1892.....		\$3,313 20
Appropriation for year ending June 30, 1894.....		1,000 00
Total .....		\$7,313 20
Expended—		
Secretary's salary.....	\$1,500 00	
Janitor's salary.....	744 00	
Printing and binding.....	60 75	
Binding and mounting maps.....	695 45	
Postage.....	225 00	
Railway periodicals, books and newspapers.....	65 15	
Express, freight and drayage.....	141 23	
Telegraph.....	104 35	
Telephone.....	48 00	
Stationery and typewriter supplies.....	31 20	
Furniture repairs and supplies.....	303 96	
Ice.....	38 80	
Extra clerk hire.....	76 50	
Washing towels for office.....	12 00	
Total .....		4,046 99
Unexpended balance December 1, 1893 .....		\$3,266 21

*Financial Statement—Concluded.*

<b>SUITS AND INVESTIGATIONS.</b>		
Unexpended appropriation, December 2, 1892.....		\$4,037 65
Appropriation for year ending June 30, 1894.....		4,000 00
Refunded by L., E. & W. Railroad—attorney fees \$300 and costs \$15.75, amounts paid by former Commission in the case of People vs. L., E. & St. L.....		315 75
Refunded by C., C., C. & St. L. Railroad—attorney fees \$300 and costs \$6.45, amounts paid by former Commission in the case of People vs. C., C., C. & St. L. Railroad.....		306 45
Total.....		\$8,659 85
Expended—		
Suits, investigations and expenses.....	\$1,576 77	
Clerk hire and stenographer.....	1,500 00	
Total.....		6,076 77
Unexpended balance December 1, 1893.....		\$2,583 08
<b>RAILROAD MAPS.</b>		
Unexpended appropriation December 1, 1892.....		\$1,200 00
Appropriation for year ending June 30, 1894.....		1,200 00
Total.....		\$2,400 00
Expended for maps.....		1,200 00
Unexpended balance December 1, 1893.....		\$1,200 00
<b>SCHEDULE AND CLASSIFICATION.</b>		
Unexpended appropriation December 1, 1892.....		\$2,000 00
Appropriation to June 30, 1894.....		2,000 00
Total.....		\$4,000 00
Expended for printing schedules.....		235 00
Unexpended balance December 1, 1893.....		\$3,765 00
<b>CONSULTING ENGINEERS.</b>		
Unexpended appropriation December 1, 1892.....		\$1,750 00
Appropriation for year ending June 30, 1894.....		3,000 00
Total.....		\$4,750 00
Expended for salary of Engineer.....	\$2,763 85	
Lapsed into State Treasury October 1, 1893.....	236 15	
Total.....		3,000 00
Unexpended balance December 1, 1893.....		\$1,750 00

Respectfully submitted,

WM. S. CANTRELL,  
C. F. LAPE,  
THOMAS GAHAN,

*Commissioners.*

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REPORT OF  
RICHARD P. MORGAN AND DWIGHT C. MORGAN,

*Consulting Engineers of the Railroad and Warehouse  
Commission of Illinois.*

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DECEMBER 1, 1893.

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## REPORT OF CONSULTING ENGINEERS.

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DWIGHT, ILL., December 1, 1893.

*Hon. W. S. Cantrell, Chas. F. Lape, Thomas Gahan, Railroad and Warehouse Commissioners of the State of Illinois:*

GENTLEMEN:—In conformity with your instructions, we accompanied the members of the Commission on their examination of the physical condition of the railroads of the State, and respectfully present herewith our report:

The general inspection of the railroads, commencing on August 1, was completed December 6, 1893. Special trains were, as a rule, furnished by the railroad companies, which greatly facilitated the convenience and accuracy of the examination.

To further promote the work of inspection, we sent out the following letter to each of the railroad companies, to which they promptly responded, giving the information sought:

### LETTER.

"The Railroad and Warehouse Commission of Illinois has planned to make an inspection of that part of the system of your company in Illinois.

"They desire to know particularly of the condition of the track and bridges and of your equipment. To facilitate accurate and prompt inspection, will you be kind enough to provide for that occasion a statement of the composition of your track, naming locality, *i. e.*, from A. to B., and so on, giving the weight per lineal yard and the age of the steel rails, and also the number and kind of cross-ties used per mile, and the number and kind of tie renewals in 1891, 1892 and 1893.

"We would like a statement of the amount, kind and location of the ballasting, also of the principal bridges on your line, giving their age, locality and form of construction, and also a schedule of your motive power and rolling stock, their age and capacity.

"If you will kindly provide this information, we shall be able to verify it readily in passing over your roads, and, as stated, it will greatly facilitate our work."

In making the examination of the roads, having these statements, we were enabled by occasional stops, while passing over them at a speed necessary to the inspection of the large railway mileage of Illinois, to verify the statements, and thus properly inspect the roads in very much less time than would have been required had we been obliged to originate instead of verify these facts. On several of the roads which required critical examination, due to complaints filed with your Board, and also in those instances where you thought it advisable to make a more detailed examination, we have already reported to you the result of those investigations. In this report we present to you in a general way a statement of the physical condition of the roads and their equipment as drawn from

the information furnished by the railroad companies and which we verified as stated, and also from our own notes of our examination of the roads.

There are, perhaps, in detail, some defects in roadway, bridges and equipment that our examination would not disclose, therefore, for the detection of those, dependence must be necessarily placed in the stringent interest of the railroad companies themselves. Several of the roads inspected were found to need immediate improvement, and upon notice they have since been brought to a higher standard.

There is a wide range in the physical condition of the railroads of the State, and there are many factors which make this unavoidably so: among them are climate, soil, quality of ties, ballast and timber more or less conveniently available, kind and amount of traffic, and the financial condition of the companies. The existing physical factors incident to the construction and maintenance of the railways not being uniformly distributed in the State prevents entire uniformity in the condition of the several roads, even though other conditions might be equal. As an example, gravel for ballasting is abundant in the northern part of the State, while in the southern part it is comparatively scarce; cross-ties in the southern part of the State are more available and cheaper than in the northern part. Thus while it is true that some of the differences off-set each other, it is not true in all cases.

The continual change to higher standards of railroad construction, operation and maintenance, and the important improvements of various kinds which are almost daily coming into use, and which are availed of by the more prosperous companies, but cannot be by others, precludes establishing a standard of excellence common to all the railroads. Many important points in the construction, operation and maintenance of railways are open questions, which will require considerable time to demonstrate whether or not the present views in regard to certain standards can be sustained, but the ever active interest of the railroad companies to reach the best and safest methods combined with the most economical practices, must be mainly relied upon to determine what the wisest standards should be.

It is manifest, with the exception of those companies which are financially unable to do so, that all are striving to attain a higher standard in the maintenance of their properties, and where the companies have been able to expend money in improvements, it has been done. The very considerable improvements, and those most noticeable in the condition of the roads, are extensive ballasting, the substitution of heavier steel rails, replacing many of the wooden bridge structures with those of stone and iron, protecting grade crossings with approved interlocking devices and the installation of block systems; providing new and suitable station buildings for conducting freight and passenger business, and the higher character of the power and equipment.

There are many railroads in the State whose construction, equipment and maintenance are of the highest character. The great resources of Illinois, and its comparatively dense population, have stimulated railroad construction until our present mileage (ten thousand, four hundred and twenty-seven miles), exceeds that of any State in the Union. Of this mileage all but about six per cent. is laid with steel rails; fifty-five per cent. of the total mileage is completely ballasted, and in addition thereto, a large per cent. is partially ballasted.

Comparing the railroads of Illinois with those of adjoining and remote states, we are able to make the statement from personal observation and examination, that as a whole in their construction, equipment, maintenance and operation, they are fully equal in excellence to those of any other state in the Union.

## DESTRUCTION OF RAILWAY PROPERTY.

We respectfully call your attention to the malicious and mischievous defacement and destruction of railway signals and signs which occur throughout the State, such as block and interlocking signals, highway crossing sign boards, half-mile station sign boards, railroad crossing sign boards, stop boards, mile posts, bridge and culvert posts, etc. The erection of this class of signs along the right of way of the railroads is for convenience, and to secure the safe movement of trains, therefore they are greatly in the interest of the public safety. These signals are generally made of wood painted, inscribed and placed in conformity with the statutory provisions of the State, and the rules of the companies. It is also true that the damage and destruction is not entirely confined to this class of railway property, for many other kinds are wantonly injured. The importance of this matter as affecting the accurate operation of interlocking and block systems, and consequently the safe movement of trains, is manifest. Interlocking and block signal glasses are often broken and connections tampered with which, if not discovered by the operator or some other employé of the company, would lead to disastrous results. The number of mutilated and disfigured signs that came under our notice, during the inspection, was very surprising, and we believe that the extent and harmful results of this evil, to the railroad companies, is little understood or appreciated. Replies to numerous inquiries inform us substantially that the officers of the railroads are with the greatest difficulty able to maintain in proper order and condition the various signs, signals, etc., that are necessary to the safe and successful operation of their roads.

The natural life of a mile board, station sign, road crossing sign, whistle post, mile post and other similar fixed signals such as railroad crossing boards, etc., is about ten to twelve years. As a matter of fact, it seems that they do not as a rule last more than about two or three years. In some out of the way localities where there are few people in the neighborhood, these important signals are permitted to enjoy the full period of their natural lives but those that are located where there is considerable travel on the highways or near to villages have to be renewed frequently, and cases have occurred where they were renewed several times within a year. In reply to our inquiry one of the eminent railway managers of our State says:

"The destruction to these signals and signs is done mainly by boys and men stoning or shooting at them. I do not know why it is, but switch targets and all signs and signal posts or boards seem to be a very favorite form of target for their guns and missiles. It takes only a short time to destroy them in this manner. We have tried the use of sheet iron for this purpose but find that it answers little better than wood. This question has become much more serious to us within the past year, as we have within that time equipped a large portion of our double track with block signal system, and many more of our railroad crossings with interlocking plants. Any interference with signals of this description may be attended by the most serious results. They are, as the Commission and yourselves well know, constructed for the safety of the operation of our railway, but we have been continually harassed by the glasses being broken and even the wires, where we have track circuit, often pulled up over the rail so that the train would cut them off, thereby destroying the circuit. Our telegraph lines are likewise often rendered useless by the insulators on the poles being broken by stones or by being shot at.

There is another point in connection with this matter that has always appeared very strange to me. The general public will respect the fence of a farmer or citizen, but when it comes to the question of a railroad fence, gate, signals or signs, the same persons seem to think that they have a perfect right to break them down or to deface them and to leave open passages, through which stock can stray or children get upon the track. It keeps our section forces busy constantly repairing damages of this kind, and although we are constantly endeavoring to detect offenders, our efforts meet with little success. During the year 1893 in the State of

Illinois, we have succeeded in arresting only eighteen offenders, where I suppose the number reaches into the thousands. These eighteen people that I refer to have been arrested particularly for interfering with the block signals.

I believe in citing what I have above, I give only the experience of every other railway company, and any action that might be taken by the Commissioners would certainly be a move in the right direction, for the destruction and damage is entirely malicious or mischievous, and as our system of block signals increases, the liability to accident, destroying life and property becomes exceedingly imminent from this cause."

#### BLOCK SIGNALS.

The frequently congested conditions of traffic to which many of the more important railroads are subjected and the dangers incident at such times, rendering the safe and prompt movement of persons and property difficult, without the assistance of special devices, has necessitated the construction and operation of block systems.

Until within a comparatively recent date, the practice in this country has been almost universal to space trains by the time interval, and issuing such flagging rules as were thought necessary to the proper protection of trains.

Experience has demonstrated that where lines are subjected to very heavy traffic and the many attending contingencies, such as bad weather, defective equipment, over-worked men, inexperienced men, carelessness and many other factors, the good results which had been hoped for under this system could not be altogether attained, and on many roads not equipped with special block signaling devices, it has been supplemented by the spacing of trains one station apart, assisted by the telegraph department. Owing to the excessive distance between some of the stations, however, the operation of this system is attended by delayed traffic, and thereby considerable additional cost in the operation of the road.

This condition necessitated some modifications, and permissive block signaling has come quite generally into use, which, in varying degrees, to meet the conditions, is a partial suspension of the absolute block system, and is an important improvement over time interval alone, but when density of traffic and other conditions demand a more stringent system, permissive blocking will be supplemented by the absolute block system under which the best discipline and greatest safety can be attained.

The results obtained by the use of block systems has demonstrated, beyond any question, the additional safety secured in the movement of traffic by their construction and operation. In England, where the traffic on the railways is very dense, block signals are made compulsory on all passenger lines, under an act of parliament, and at the present time *ninety-eight per cent.* of the double track lines in England are operated under absolute block systems.

With reference to accidents on railroads in the United States, investigation discloses that collisions are by far the most serious of all train accidents, constituting about forty-five per cent. of the total accidents to trains, and the question of greater safety and efficiency in the handling of traffic has come to be one of the most important. The beneficial results experienced by the installation of block systems on a number of roads in this country, and the strict enforcement of responsibility in cases of accident, has greatly reduced the percentage of collisions to total train accidents on the roads thus equipped.

Within the State of Illinois, and principally in the vicinity of Chicago, a number of roads have adopted these devices of approved pattern, and their efficiency has been tested in the successful movement of the very large volume of traffic to which the roads entering Chicago are subjected, and especially the heavy traffic during the period of the World's Fair.

There are now over four hundred miles of track within the State of Illinois equipped with block signals. This, however, only constitutes the mileage protected by block signaling devices which are especially constructed; but on a number of other roads, constituting a considerable percentage of the mileage of the State, block systems are operated by means of the telegraph train order signals, and which will probably continue in use on some of the roads until such time as the traffic conditions warrant and demand special devices for train protection.

During the year 1893, the railroad companies operating lines in this State have constructed devices to an extent that is gratifying to record, and yet the equipment of the railways with block systems seems to be but fairly under way, for in addition to the work already completed, block systems are contemplated on about nine hundred additional miles of track within this State, and some of them are now under construction.

The comparative freedom from collisions and the greater safety attained in the transportation of persons and property by the installation of efficient block systems is, in the long run, an economical and humane investment for the railroads, and greatly in the interest of public safety, therefore, the present movement of the railroad companies in this direction, tending to lessen the liability to collision, and thereby securing greater safety to the traveling public, is of great importance.

The block signaling devices now constructed and in operation in the State, with the exception of those devices with which experiments are in progress, are as follows:

#### HALL SIGNAL COMPANY.

Railroad.	No. of blocks.	Miles of track protected.
C., R. I. & P.....	9	14
C. & N. W.....	206	180
Ill. Cent.....	138	91
Total.....	253	285

NOTE—In this mileage protection is afforded three hundred and fifteen switches.

#### WESTINGHOUSE AUTOMATIC PNEUMATIC SYSTEM.

Railroad.	No. of blocks.	Miles of track protected.
C., B. & Q.....	17	10
C. & N. P.....	26	10
C. & N. W.....	38	18
Total.....	81	38

#### MANUAL BLOCK SYSTEM.

Railroad.	Miles of track protected.
C., B. & Q.....	72
C. & W. I.....	16
C., C., C. & St. L., St. Louis div.....	18

NOTE—This statement of the manual system, although operated entirely independent of telegraphic orders for trains, should include block signals as operated by means of telegraph train order signals, of which mention is made in this report, but we have been unable to obtain complete information as regards entire mileage so operated.

## INTERLOCKING DEVICES.

Since the enactment of the laws of 1887 and 1891 in regard to the dangers incident to railroad crossings on the same level, very much has been accomplished to secure the safe passage of trains at such intersections, and which must be considered as indicative of the practical value of the laws both to the people and to the railroad companies. To assist in securing uniform and accurate practice under the laws, a code of rules governing the construction and installation of interlocking devices was issued by the Commission shortly after the passage of the laws, and based on a comprehensive investigation made by the former Consulting Engineer, Mr. Chas. Hansel. These rules have been several times revised, in order to be in harmony with the best practice and experience acquired in the great development of interlocking in this as well as in several other States.

The last revision of rules was made in November of this year, a copy of which is attached as an appendix to this report. Prior to this time, there had been some question on the part of the engineers of our railroad companies and also the engineers of the manufacturers of the several devices as to the interpretation of the existing rules and requirements of the Commission to meet the diversity of conditions affecting the various crossings. In consequence of this, your Board was petitioned by the engineers of the railroad companies to modify the rules and requirements.

In conformity with your instructions, we had several conferences with a committee representing the engineers, of which Mr. J. F. Wallace, Chief Engineer of the Illinois Central, was chairman, and, in the main, came to an agreement upon the changes in the rules and requirements which would be feasible and desirable for all parties in interest. One of the most important changes desired by the committee of engineers, and which was agreed upon, was to obtain a rule which would enable the presentation of plans of interlocking devices by the railroad companies for approval by the Commission before commencing work on their construction. Under this rule, your engineers have an opportunity to examine the plans sent for approval, and bring to the notice of the Commission suggestions which they deem advisable before serious expenditures are made upon construction, and it also gives to the railroad companies reasonable assurance of the acceptance of the device upon its completion. We believe that the thorough consideration which was given, as stated, to the preparation of the rules and requirements that were submitted for your approval will produce good results in this highly important feature in the safe operation of our railroads.

The following statistics will disclose how promptly and rapidly the railroad companies are complying with the laws bearing on this subject. During the past five years, a total of ninety-three interlocking devices have been approved by the Railroad and Warehouse Commission, as follows:

Year.	No. of Plants.	No. of Working Levers.
1889 .....	7	66
1890 .....	16	186
1891 .....	8	145
1892 .....	23	418
1893 .....	39	1,182
Total .....	93	1,997

It should be stated that in connection with the devices erected, eleven plants constructed prior to 1893 were reconstructed this year, enlarging their entire capacity one hundred and ten working levers, and with spaces provided for increasing the total capacity of the devices one hundred and twenty-six additional levers. This statement alone shows how very valuable interlocking is regarded by the railway companies, but they also fur-

ther testify their approval by the erection of numerous interlocking plants to facilitate train movements at terminals, and which does not come within the requirements of the present laws.

Plans have been approved for a number of interlocking devices which will be completed during the coming year and among them plans of one of the largest machines yet constructed in the State. The importance of interlocking to the railway companies in facilitating the convenient, prompt and safe movement of trains over crossings, junctions, and draw-bridges, becomes more apparent, as the advantages of the present interlocking equipment and its great growth in the State during the past year demonstrates.

The appended statement gives the location and some detailed information in regard to the interlocking plants now constructed, and the number in operation under permits from the Commission.

# CROSSINGS EQUIPPED WITH INTERLOCKING AND SIGNALING DEVICES.

Location.	Crossing of	Date of Issue of Permit.	No. of working levers.....	Total lever capacity .....	By Whom Erected.	Remarks.
Turner Junction.....	E. J. & E. C. & N. W.	February 27, 1889	8	8	Union S. & S. Co. ....	Wheel machine.....
Hollet.....	E. J. & E. C. & N. W.	"	10	10	"	"
Mockford.....	C. M. & E. C. & E.	"	12	12	"	"
Wagon Bridge.....	C. M. & E. C. & E.	"	18	18	"	"
Washington H.....	C. R. I. & P. C. R. I. & P.	April 5, 1889	10	10	"	"
Herd.....	C. R. I. & P. C. R. I. & P.	May 16, 1889	4	4	"	Wheel machine.
Hedgewisch.....	Wich. Cent. - C. & N. & W.	September 19, 1889	13	13	"	"
Barrington.....	W. & S. W. - C. M. & St. P.	January 3, 1890	32	32	"	"
Clybourn Je.....	C. & N. W. - C. M. & St. P.	"	10	10	"	"
Grayland.....	W. & S. W. - C. M. & St. P.	"	8	8	"	"
Spaulding.....	W. & S. W. - C. M. & St. P.	"	6	6	"	"
Levittown.....	W. & S. W. - C. M. & St. P.	"	8	8	"	"
Coal City.....	E. J. & E. C. & N. W.	"	6	6	"	"
Buc. Is and.....	E. J. & E. C. & N. W.	"	6	6	"	"
Johnston.....	E. J. & E. C. & N. W.	March 17, 1890	7	7	National S. & S. Co.	"
Colona.....	E. J. & E. C. & N. W.	March 20, 1890	6	6	Union S. & S. Co.	"
Summit.....	E. J. & E. C. & N. W.	"	6	6	"	"
Dwight.....	E. J. & E. C. & N. W.	April 27, 1890	6	6	"	"
Bridgeport.....	E. J. & E. C. & N. W.	April 17, 1890	6	6	"	"
Gardner.....	E. J. & E. C. & N. W.	"	36	36	"	"
Galva.....	E. J. & E. C. & N. W.	May 23, 1890	6	6	"	"
Jacksonville Je.....	E. J. & E. C. & N. W.	May 21, 1890	16	16	"	"
Tower Hill.....	E. J. & E. C. & N. W.	November 12, 1890	7	7	"	"
Englewood.....	E. J. & E. C. & N. W.	December 2, 1890	12	12	"	"
Two divisions of the C. M. & St. P.	E. J. & E. C. & N. W.	February 11, 1891	51	51	"	"
Calumet River.....	E. J. & E. C. & N. W.	March 2, 1891	17	17	"	"
Glenn Carlton.....	E. J. & E. C. & N. W.	May 10, 1891	6	6	"	"
21st St., Englewood.....	E. J. & E. C. & N. W.	September 7, 1891	11	11	Lake Shore & M. S.	"
South Aurora.....	E. J. & E. C. & N. W.	October 4, 1891	20	20	Union S. & S. Co.	"
Waukegan.....	E. J. & E. C. & N. W.	November 3, 1891	18	18	"	"
Hawthorne.....	E. J. & E. C. & N. W.	February 23, 1892	25	25	Johnson R. R. S. Co.	"
Thornton Je.....	E. J. & E. C. & N. W.	May 13, 1892	41	41	Union S. & S. Co.	"
Taylorville.....	E. J. & E. C. & N. W.	June 13, 1892	15	15	"	"
Calumet River.....	E. J. & E. C. & N. W.	"	7	7	"	"





# *Interlocking and Signaling Devices—Concluded.*

Location.	Crossing of	Date of Issue of Permit.	No. of working levers.	Total lever capacity.	By Whom Erected.	Remarks.
67th St., Chicago	Ill. Cent. Diverging Lines	September 12, 1893	79	80	Johnson R. R. S. Co.	New
Hammond Jc.	C. & W. L.—C. & L.	" 23, 1893	52	52	Union S. & S. Co.	"
South Elmhurst	C. M. & N.—C. St. P. & K. C.	" " 30, 1893	20	24	"	"
Harvey	Ill. Cent.—C. & St. P. & K. C.	" "	49	68	Johnson R. R. S. Co.	1890—remodeled
Rondout	C. M. & St. P.—E. J. & E.	" "	16	24	Union S. & S. Co.	New
Kankakee Bridge	Ill. Cent. Gauntlet Track	November 18, 1893	14	16	Johnson R. R. S. Co.	New
Kensington	Ill. Cent.—C. & E. I.	December 20, 1893	47	52	Union S. & S. Co.	Randolph—1889—new
Curran	Wabash R. R.—St. L., C. & St. P.	Per mit not yet desired	10	12	National S. & S. Co.	New

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# TABLES.

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## TABULATED STATISTICS.

Attention is called to the following statistical tables, which give information on the following subjects, to-wit:

- Table I. Classification of Railroads and Mileage.
- Table II. Railway Capital at the close of the year ending June 30, 1892.
- Table III. Income Account, Entire Line.
- Table IV. Earnings and Income in Illinois.
- Table V. General Expenditures in Illinois.
- Table VI. Passenger and Freight Traffic in Illinois.
- Table VII. Classified Freight Traffic in Illinois.
- Table VIII. Employés and Salaries in Illinois and Entire Line.
- Table IX. Average Daily Compensation of Employés in Illinois.
- Table X. Description of Equipment, Entire Line.
- Table XI. Rails, Ties, Ballast, Bridges, etc., in Illinois.
- Table XII. Consumption of Fuel by Locomotives in Illinois.
- Table XIII. Accidents in Illinois.
- Table XIV. Taxes Paid in Illinois in 1890, 1891 and 1892.



# COMPARATIVE TABLES.

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I TO XIV INCLUSIVE.

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## "A."

TABLE I. CLASSIFICATION OF RAILROADS AND MILEAGE.

The railway mileage of this State on June 30, 1893, was as follows:

	Miles.	Miles.
Main line and branches .....	10,314.79	
Second, third, fourth and additional tracks .....	1,300.61	
Yard track, sidings, etc .....	3,435.63	
Total .....		15,051.03

## "B."

The following is a comparison with the mileage for the year ending June 30, 1892:

	Main Line.	Second, third and fourth tracks.	Sidings, Etc.	Total.
1892 .....	10,276.19	1,082.61	3,319.08	14,677.88
1893 .....	10,314.79	1,300.61	3,435.63	15,051.03
Increase .....	38.60	218.00	116.55	573.15
Per cent. of increase .....	.38	20.00	3.51	2.55

The new road built during the year was 75.84 miles, being a decrease as compared with the previous year of 27.05 miles, or 26 per cent.

Illinois still leads all the States in the Union in the total railway constructed and in operation, having 10,314.79 miles—18.04 miles of road per 100 square miles of territory and 36.4 miles of road per 10,000 inhabitants: 85 per cent of all lands in Illinois are within 5 miles of railway in actual operation, 11.5 per cent. between 5 and 10 miles, 2½ per cent between 10 and 15 miles, and 1 per cent. between 15 and 20 miles. The many railways of other States near the boundary line are not included in this estimate.

TABLE II. RAILWAY CAPITAL AT THE CLOSE OF THE YEAR ENDING JUNE 30, 1893.

The railway capital of the railroads doing business in the State of Illinois is as follows:

Capital stock .....	\$930,557,461	
Funded debt .....	1,111,749,725	
Current liabilities .....	91,658,407	
Total .....		\$2,133,965,593
Capital stock per mile of road .....	22,435	
Funded debt per mile of road .....	26,804	
Current liabilities per mile of road .....	2,209	
Total .....		51,448

An examination of this table shows that the proportion of capital stock to the total railway capital is 43.60 per cent., the proportion of funded debt to the total railway capital is 52.09 per cent., and the proportion of current liabilities to the total railway capital is 4.31 per cent.

The increase in the total railway capital as compared with last year is \$55,197,721.

TABLE III. INCOME ACCOUNT—ENTIRE LINE.

The following statistics are gathered from this table:

Gross earnings from operation.....	\$317,326,380
Operating expenses.....	217,927,986
Income from operation.....	99,353,394
Total income from other sources.....	15,734,771
Total income.....	115,088,165
Expenses assignable to fixed charges.....	83,006,970
Net income (49 roads).....	35,753,986
Net deficit (30 roads).....	3,672,781

Twenty-one operating and five leased or subsidiary roads paid dividends during the year amounting to \$28,712,961.

In 1892 fifteen operating and eleven leased or subsidiary roads paid dividends amounting to \$25,327,515.47.

The dividends during the year ending June 30, 1893, show an increase of \$3,385,445.53, or 13.5 per cent.

A comparison of the roads paying dividends in 1892 and 1893 is shown in the following tables:

Name of Company.	1892.	Percent. on Com. Stock.	Percent. on Pref. Stock.
Chicago and Alton.....	\$1,467,560 00	8	8
Joliet and Chicago.....	105,000 00	7	.....
Mississippi River Bridge.....	21,000 00	7	.....
Chicago and Eastern Illinois.....	283,986 00	.....	6
Chicago and Western Indiana.....	225,000 00	4.5	.....
Chicago and Northwestern.....	3,675,735 00	6	7
Chicago, Burlington and Quincy.....	3,628,719 75	4.75	.....
Liverpool Coal.....	2,500 00	10	.....
Chicago, Milwaukee and St. Paul.....	1,572,613 00	.....	7
Chicago, Rock Island and Pacific.....	1,384,674 00	3	.....
Peoria and Bureau Valley.....	120,000 00	8	.....
Cleveland, Cincinnati, Chicago and St. Louis.....	1,340,000 00	3	5
Illinois Central.....	2,250,000 00	5	.....
Iowa Central.....	55,364 00	.....	1
Lake Erie and Western.....	532,800 00	.....	4.5
Lake Shore and Michigan Southern.....	3,215,322 50	6.5	.....
Michigan Central.....	1,030,601 22	.....	5.5
Joliet and Northern Indiana.....	24,000 00	8	.....
New York, Chicago and St. Louis.....	150,000 00	.....	3
Pennsylvania Company—			
Pittsburgh, Ft. Wayne and Chicago.....	2,385,151 00	7	7
Pittsburgh, Cincinnati, Chicago and St. Louis.....	895,573 00	.....	4
Rock Island and Peoria.....	225,000 00	15	.....
St. Louis, Alton and Terre Haute—			
Belleville and Southern Illinois.....	102,000 00	.....	8
St. Louis Southern.....	23,000 00	5	.....
Terminal Railroad Association—			
St. Louis Bridge.....	239,100 00	.....	6 1/2 3 2d
Terre Haute and Indianapolis—			
St. Louis, Vandalia and Terre Haute.....	132,516 00	.....	7
Total.....	\$25,327,515 47	.....	.....

Name of Company.	1893.	Percent. on Com. Stock.	Percent. on Pref. Stock.
Belt Railway of Chicago.....	\$72,000 00	6	.....
Chicago and Alton.....	1,216,590 00	8	8
Joliet and Chicago.....	105,000 00	7	.....
Mississippi River Bridge.....	55,000 00	7	.....
Chicago and Eastern Illinois.....	283,985 00	6	.....
Chicago and Western Indiana.....	300,000 00	6	.....
Chicago and Northwestern.....	3,906,561 00	6	7
Chicago, Burlington and Quincy.....	3,820,221 00	5	.....
Chicago, Milwaukee and St. Paul.....	3,589,666 00	4	3.5
Chicago, Rock Island & Pacific.....	1,846,232 00	4	.....
Peoria and Bureau Valley.....	120,000 00	8	.....
Chicago and Great Western.....	379,080 00	.....	4
Cleveland, Cincinnati, Chicago and St. Louis.....	1,340,000 00	3	5
Illinois Central.....	2,500,000 00	5	.....
Lake Erie and Western.....	592,000 00	.....	5
Lake Shore and Michigan Southern.....	3,021,340 00	6	10
Louisville, Evansville and St. Louis Consolidated.....	259,700 00	7	.....
Michigan Central.....	1,030,601 00	5.5	.....
Joliet and Northern Indiana.....	24,000 00	8	.....
New York, Chicago and St. Louis.....	150,000 00	.....	3
Pittsburg, Cincinnati, Chicago and St. Louis.....	906,383 00	.....	4
Rock Island and Peoria.....	75,000 00	5	.....
St. Louis Southern.....	23,000 00	5	.....
St. Louis Bridge.....	233,404 00	3	6
St. Louis, Vandalia and Terre Haute.....	216,258 00	.....	14
Pittsburg, Ft. Wayne and Chicago.....	2,394,577 00	7	7
Total.....	\$23,712,961 00	.....	.....

TABLE IV. EARNINGS AND INCOME IN ILLINOIS.

The earnings and income in Illinois are shown in the following:

Passenger department—		
Passenger revenue.....	\$19,155,163 00	
Mails.....	1,959,162 00	
Express and extra baggage.....	1,463,003 00	
Total, including miscellaneous.....		\$23,136,095 00
Freight department—		
Freight revenue.....	\$51,701,009 00	
Total, including miscellaneous.....		52,312,074 00
Other earnings from operation.....		3,253,475 00
Total earnings from operation.....		\$78,701,614 00
Income from property owned but not operated.....		7,121,508 00
Total earnings and income.....		\$85,823,152 00

The following additional facts are also shown in this table:

Revenue per passenger per mile, cents.....	2.409
Passenger earnings per train mile, dollars and cents.....	94.864
Proportion of passenger earnings to total earnings, per cent.....	29.39
Revenue per ton of freight per mile, cents.....	1.187
Freight earnings per train mile, dollars and cents.....	1.61
Proportion of freight earnings to total earnings, per cent.....	66.47
Total earnings per train mile, dollars and cents.....	\$1.35.468
Proportion of total earnings to total income, per cent.....	91.70
Proportion of income from property owned but not operated to total income, per cent.....	8.30

In arriving at the above averages, per cents, etc., only those roads which have made complete detailed reports are taken into consideration.

In the passenger department, these figures show an increase over those of last year of \$1,926,696.46, or 11.2 per cent., in the receipts from passen-

gers: an increase in the receipts from mails of \$45,947.34, or 2.4 per cent.; an increase in the receipts from express and extra baggage of \$12,007.52, or 8.3 per cent., and an increase in the total receipts from passenger department of \$2,044,261.40, or 9.69 per cent.

In the freight department there is a decrease from last year in the receipts from freight revenue of \$166,836.78, or 3.2 per cent., and a total increase in the freight department of \$229,609.44, or 4.4 per cent.

The receipts from miscellaneous sources of operation show a decrease over the receipts of last year of \$48,661.23, or 1.5 per cent.

The total earnings from operation show an increase over the receipts of last year of \$2,225,205.97, or 2.9 per cent., and the total earnings and income show an increase of \$4,030,139.57, or 4.9 per cent.

The following table gives a comparison of the earnings of the passenger and freight departments in Illinois for the last four years:

Year.	Passenger.	Freight.
1890 .....	\$17,463,866 77	\$44,133,597 31
1891 .....	19,654,807 61	16,131,025 92
1892 .....	21,091,833 60	52,082,468 20
1893 .....	23,136,095 00	52,312,074 00

TABLE V.—GENERAL EXPENDITURES IN ILLINOIS.

The total expenditures in Illinois for the year were \$77,197,611, divided as follows: Operating expenses, \$55,210,762, or 71.52 per cent. of the total, and fixed charges, \$21,986,849, or 28.48 per cent. of the total.

The operating expenses for the year are divided as follows:

Maintenance of way and structures.....	\$9,874,037 00
Maintenance of equipment.....	8,632,739 00
Conducting transportation.....	30,251,891 00
General expenses.....	6,442,035 00
Total.....	\$55,210,762 00

This table also shows the following:

	Per cent. of total operating expense.	Per cent. assignable to passenger traffic.	Per cent. assignable to freight traffic.
Maintenance of way and structures.....	17.88	36.43	63.57
Maintenance of equipment.....	15.63	26.90	73.10
Conducting transportation.....	54.81	29.33	70.67
General expenses.....	11.68	37.16	62.84
Total.....	100.00	30.03	69.97

Proportion of operating expenses to operating income, 70.15 per cent.

These figures show an increase over the operating expenses of last year of \$5,511,504.46, or 7.7 per cent.

The following is a comparison of the operating expenses in Illinois for the last four years:

1890 .....	\$40,059,894 30
1891 .....	45,135,045 19
1892 .....	50,157,276 36
1893 .....	55,210,762 00

The fixed charges are divided as follows:

Interest.....	\$14,593,563 00
Rents.....	2,702,581 00
Taxes.....	3,656,467 00
Miscellaneous.....	1,034,238 00
Total.....	\$21,986,849 00

Summary and deductions from this table:

Average cost of carrying one passenger one mile, cents.....	2.386
Cost of running passenger train one mile, cents.....	73.68686
Cost of carrying one ton of freight one mile, cents.....	.68291
Cost of running freight train one mile, dollars and cents.....	1.00996
Average cost per train mile of all trains earning revenue, cents.....	96.517

Additional results deduced from Tables IV and V for year ending June 30, 1893:

<b>Passenger service—</b>	
Revenue per passenger per mile, cents.....	2.409
Average cost of carrying passenger one mile, cents.....	2.386
Difference, cents.....	.023
Revenue per train mile, passenger trains, cents.....	94.864
Average cost of running a passenger train one mile, cents.....	73.686
Difference, cents.....	21.178
<b>Freight service—</b>	
Revenue per ton of freight per mile, cents.....	.00931
Average cost of carrying one ton one mile, cents.....	.0068291
Difference.....	.0024809
Revenue per train mile, freight trains, dollars and cents.....	1.61000
Average cost of running a freight train one mile, dollars and cents.....	1.00996
Difference, cents.....	.60004

TABLE VI.—PASSENGER AND FREIGHT TRAFFIC IN ILLINOIS.

This table shows the following:

<b>Passenger traffic—</b>	
Number of passengers carried earning revenue.....	45,574,517
Number of passengers carried one mile.....	907,958,340
Average distance carried, miles.....	25.92
Average amount received from each passenger, cents.....	55.794
Passenger earnings per mile of road.....	\$2,251 00
<b>Freight traffic—</b>	
Number of tons carried earning revenue.....	61,769,857
Number of tons carried one mile.....	5,550,810,577
Average distance haul of one ton, miles.....	81.50
Average amount received for each ton, cents.....	75.934
Freight earnings per mile of road.....	\$5,082 00
Gross earnings from operation per mile of road.....	\$7,645 00
Expenses per mile of road.....	5,363 00
Net earnings per mile of road.....	\$2,282 00

Comparative summary of passenger and freight service for the years ending June 30, 1893, and 1892:

Item.	1893.	1892.	Increase.	Decrease.
Passengers carried .....	45,574,517	36,282,537	9,291,980	
Passengers carried one mile.....	907,958,340	729,663,484	178,294,856	
Passengers carried one mile per mile of line.....	88,025	84,447	3,578	
Tons carried .....	61,769,857	59,441,336	2,328,521	
Tons carried one mile.....	5,550,810,577	5,246,210,552	304,600,025	
Tons carried one mile per mile of line..	538,141	510,530	27,611	
Passenger train mileage .....	20,192,442	18,042,798	2,149,644	
Average number of passengers in train.	45	40	5	
Average journey per passenger, miles..	25.92	24.44	14.8	
Freight train mileage .....	32,112,428	20,159,471	2,952,957	
Average number of tons in train .....	172.93	179.91		6.98
Average haul per ton, miles.....	89.89	91.92		2.03

Comparative summary of results deduced from Tables IV, V and VI, for the years ending June 30, 1893, 1892, 1891 and 1890.

Item.	1893.	1892.	1891.	1890.
Revenue per passenger per mile, cents .....	2.409	2.0935	2.1671	2.066
Average cost of carrying one passenger one mile, cents	2.386	1.9153	1.9580	1.900
Revenue per ton of freight per mile, cents.....	.931	.8618	.8775	.832
Average cost of carrying one ton one mile, cents.....	.68291	.56808	.5740	.517
Revenue per train mile, passenger train, cents.....	94.861	1,01,632	96,9000	76,500
Average cost of running a passenger train one mile, cts	73.686	76.876	73,8900	
Revenue per train mile, freight train, dollars and cents.	1.61	1.53,931	1.45,4200	
Average cost of running a freight train one mile, dollars and cents.....	1.00,996	1.01,157	95,8300	
Revenue per train mile, all trains, dollars and cents.....	1.35,468	1.35,393	1.28,4100	
Average cost of running a train one mile, all trains, cts.	90.16	90,609	85,4800	
Percentage of operating expenses to operating income, cents .....	66.56	65.98	66.16	63.09

TABLE VII.—CLASSIFIED FREIGHT TRAFFIC IN ILLINOIS.

This table shows that the railroads carried in Illinois during the year ——— tons of freight.

The following is a classified comparison of the tonnage for the years 1892 and 1893:

	1892. Tons.	1893. Tons.
Products of agriculture.....	12,817,416	12,344,476
Products of animals.....	5,269,707	4,739,127
Products of mines .....	19,802,729	20,851,413
Lumber.....	4,527,671	5,104,406
Merchandise.....	3,531,774	4,144,655
Manufactures.....	6,721,551	7,657,155
Ice .....	531,049	607,897
Miscellaneous.....	8,766,017	8,008,729
	62,021,974	63,457,858

TABLE VIII.—EMPLOYEES AND SALARIES IN ILLINOIS AND ENTIRE LINE.

The total number of employes in Illinois for the year, as shown by this table, was 71,865, or seven employes per mile of road, and their aggregate annual salary was \$47,519,037.27.

The following table shows the division of the employes:

General officers.....	336
General office clerks.....	2,852
Station agents.....	2,008
Other station men.....	8,703
Enginemen.....	3,246
Firemen.....	3,387
Conductors.....	2,182
Other train men.....	4,844
Machinists.....	2,797
Carpenters.....	3,742
Other shopmen.....	8,442
Section foremen.....	1,988
Other trackmen.....	12,845
Switchmen, flagmen and watchmen.....	5,768
Telegraph operators and dispatchers.....	1,583
Employes, account floating equipment.....	63
All other employes and laborers.....	7,079
Total.....	71,865

On the entire lines of the roads reporting to this Commission, as shown by this table, there were 225,452 employes during the year and their aggregate annual salary was \$145,494,113.65.

TABLE IX.—AVERAGE DAILY COMPENSATION OF EMPLOYEES IN ILLINOIS.

The highest and the lowest average daily compensation of the different classes of employes, as taken from this table, is shown in the following:

	Highest daily com- pensation.	Lowest daily com- pensation.
General officers.....	\$22 87	\$9 84
General office clerks.....	3 56	67
Station agents.....	5 60	1 05
Other station men.....	3 00	1 00
Enginemen.....	4 59	1 70
Firemen.....	2 70	1 50
Conductors.....	4 54	1 65
Other trainmen.....	2 65	1 00
Machinists.....	3 45	1 59
Carpenters.....	2 90	1 61
Other shopmen.....	2 67	1 24
Section foremen.....	2 96	1 25
Other trackmen.....	2 00	1 00
Switchmen, flagmen and watchmen.....	2 65	1 15
Telegraph operators and dispatchers.....	2 89	1 43
Employes, account floating equipment.....	2 41	1 52
All other employes and laborers.....	2 75	65

TABLE X.—DESCRIPTION OF EQUIPMENT ENTIRE LINE.

A summary of this table shows the following:

Class of Equipment.	Number.	Number fitted with train brake.	Per cent. of total.	Number fitted with automatic coupler.	Per cent. of total.
<b>Locomotives—</b>					
Passenger .....	1,992	.....	.....	.....	.....
Freight .....	4,661	.....	.....	.....	.....
Switching .....	1,464	.....	.....	.....	.....
Totals.....	8,117	6,588	.81	668	8.23
<b>Cars—</b>					
Passenger service .....	6,682	6,583	98.52	6,533	97.77
Freight service .....	245,765	50,302	20.47	67,728	27.56
Company's service .....	8,140	218	2.67	494	6.06
Fast freight line service .....	14,443	1,076	7.45	3,061	21.19
Totals.....	275,030	58,179	.....	77,816	.....
Total cars and locomotives owned.....	283,147	.....	.....	.....	.....
Cars and locomotives leased.....	16,004	2,286	14.28	2,725	17.03
Total equipment.....	299,151	67,053	22.42	81,209	27.15

A comparison of these figures with the figures of last year shows an increase in the number of locomotives of 349, or 4.9 per cent.; an increase in the number of passenger cars of 902, or 15.61 per cent.; an increase in the number of freight cars of 12,234, or 5.24 per cent.; an increase in the number of cars in company's service of 472, or 6.11 per cent; a decrease in the number of cars contributed to fast freight line service of 1,926, or 11.8 per cent., and a total increase in the number of cars and locomotives owned of 12,031, or 4.44 per cent. In the cars and locomotives leased there was an increase of 2,075 or 13.9 per cent.

The increase in the number of train brakes and automatic couplers on equipment owned was as follows:

	Number train brakes.	Number automatic couplers.
Locomotives.....	739	252
Passenger service.....	861	872
Freight service .....	15,443	23,872
Company's service .....	112	107
Fast freight line service.....	534	752
Total .....	17,689	25,855



TABLE XI. RAILS, TIES, BALLAST, BRIDGES, ETC., IN ILLINOIS.

This table shows the following:

Iron rails on road in Illinois, main line and branches—miles.....	621.50
Steel rails on road in Illinois, main line and branches—miles.....	9,693.29
Tons of steel rails relaid during the year.....	41,929.35
Ties relaid during the year.....	3,168,629
Number of stations.....	2,409
Ballast—	
Miles of stone.....	1,310.38
Miles of gravel.....	4,157.78
Miles of cinders.....	730.09
Miles of earth.....	3,877.73
Miles of slag.....	135.64
Miles of sand.....	103.17
Bridges—	
Number of stone.....	786
Number of iron.....	799
Number of wooden.....	2,075
Number of combination.....	56
Aggregate length in feet.....	293,456.47
Trestles—	
Number.....	9,045
Aggregate length in feet.....	670,137.42
Overhead highway crossings—	
Number of bridges.....	159
Number of conduits.....	10
Number of trestles.....	131
Overhead railway crossings—	
Number of bridges.....	29
Number of conduits.....	4
Number of trestles.....	25
Number of grade highway crossings.....	10,593

TABLE XII. CONSUMPTION OF FUEL BY LOCOMOTIVES IN ILLINOIS.

This table shows the amount of fuel consumed by locomotives, the number of miles run, and the average number of pounds consumed per mile. During the year there was consumed 3,518,483 tons of fuel in running 81,415,705 miles, or an average of 84.19 pounds per mile. The cost of coal at distributing points varied from 60 cents to \$2.34 per ton, and the cost of wood ranged from 50 cents to \$3.35 per cord.

TABLE XIII. ACCIDENTS IN ILLINOIS.

A comparison of the summary of this table with that of last year is as follows:

	1893.		1892.	
	Killed.	Injured.	Killed.	Injured.
Passengers.....	23	399	25	205
Employés.....	246	2,664	218	1,727
Others.....	533	688	477	508
Totals.....	802	3,751	720	2,440

The foregoing shows a decrease in the number of passengers killed during the year of two (2), or 8 per cent.; an increase in the number of passengers injured of 194, or 94 per cent.; an increase in the number of employés killed of 28, or 12.9 per cent.; an increase in the number of employés injured of 937, or 54.25 per cent.; an increase in the number of others killed of 56, or 11.74 per cent.; an increase in the number of others injured of 180, or 35.43 per cent.; an increase in the total killed of 82, or 11.4 per cent., and an increase in the total number injured of 1,311, or 53.73 per cent.

The causes of accidents are shown in the following table :

	Killed.	Injured.
Coupling and uncoupling.....	49	823
Falling from trains and engines.....	36	292
Overhead obstructions.....	3	15
Collisions.....	35	258
Derailements.....	26	220
Other train accidents.....	85	169
At highway crossings.....	94	147
At stations.....	43	66
Other causes.....	431	1,761
Totals.....	802	3,751

The foregoing shows a decrease in the number killed at highway crossings, at stations, from overhead obstructions and falling from trains and engines.

In this connection, it may be of interest to state that of the total number of employes in Illinois, 71,884, one death occurred for every 292 employes, and one injury for every 27 employes.

Last year, for every 305 employes there was one death and one injury for every 38 employed.

Of the 246 employes killed, 49, or 19.9 per cent., met death while coupling or uncoupling cars and engines, and of the 2,664 employes injured, 823, or 30.8 per cent., were injured while coupling or uncoupling cars or engines.

One of the most fatal classes of accidents which trainmen are subject to is in falling from trains and engines.

The statistics for the year show an increase in the number killed and injured from this cause.

TABLE XIV. TAXES PAID IN ILLINOIS IN 1891, 1892 AND 1893.

A comparison of the amount of taxes paid in Illinois during the last three years is found in this table. Of the amount of taxes reported by the Illinois Central Railroad Co., \$646,496.63 thereof is 7 per cent. of the gross receipts paid to the State, and is included in the total amount of taxes reported paid by this company.

1891.....	\$3,966,702 08
1892.....	3,120,503 30
1893.....	3,733,304 80

## STATISTICAL TABLES.

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EXPLANATORY NOTES.

In the following statistical tables the principal operating systems and those which operate on their own account appear in alphabetical order. All subordinate roads are grouped under the roads to which they are leased or otherwise controlled, and are indented.

The reports of the Jacksonville Southeastern system and the Peoria & Pekin Union are not included in the totals of the columns.

Chicago, Burlington & Quincy—Illinois earnings, expenses, etc., are unofficial and were estimated by this office at 25 per cent. of the total.

Wabash—Illinois earnings, expenses, etc., are estimates made by company, based on totals for entire line.

Switching Roads—Belt Railway of Chicago, Chicago & Calumet Terminal, Chicago & Northern Pacific, East St. Louis & Carondelet, East St. Louis Connecting, Englewood Connecting, Terminal Railroad Association of St. Louis, and Peoria Terminal.



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# STATISTICAL TABLES.

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I TO XIV INCLUSIVE.

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TABLE I.—Classification of Railroads and

1	NAME OF COMPANY.	2	3
		DATE OF FILING REPORT. (OPERAT- ING OR FINAN- CIAL.)	HOW OPERATED.
1	Achison, Topeka & Santa Fe.....	Dec. 7, 1893	A., T. & S. Fe R. R. Co....
2	Chicago, Santa Fe & California.....	Dec. 7, 1893 O & F	" " " " " "
3	Achison, Topeka & Santa Fe in Chi.	Oct. 12, 1893 F	" " " " " "
4	Miss. River Railroad Toll Bridge...	Oct. 7, 1893 F	" " " " " "
5	Baltimore & Ohio.....	Nov. 20, 1893 O & F	B. & O. R. R. Co.....
6	Baltimore & Ohio & Chicago.....	Nov. 20, 1893 F	" " " " " "
7	Belt Railway of Chicago.....	Sept. 9, 1893 O & F	Belt Ry. Co. of Chicago
8	Centralia & Chester.....	Jan. 20, 1894 O & F	C. & C. R. R. Co. (In construc.)
9	Chicago & Alton.....	Sept. 1, 1893 O & F	C. & A. R. R. Co.....
10	Joliet & Chicago.....	Aug. 16, 1893 F	" " " " " "
11	Mississippi River Bridge.....	Aug. 16, 1893 F	" " " " " "
12	Chicago & Calumet Terminal.....	Nov. 29, 1893 O & F	C. & C. T. Ry. Co.....
13	Chicago & Eastern Illinois.....	Oct. 4, 1893 O & F	C. & E. I. R. R. Co.....
14	Chicago & Western Indiana.....	Oct. 12, 1893 F	" (1) " " " " " "
15	Evansville, Terre Haute & Chicago	Oct. 12, 1893 F	C. & E. I. R. R. Co.....
16	Chicago & Erie.....	Nov. 24, 1893 O & F	C. & E. R. R. Co.....
17	Chicago & Grand Trunk.....	Sept. 1, 1893 O & F	C. & G. T. Ry. Co.....
18	G. and Trunk Junction.....	Sept. 1, 1893 F	" " " " " "
19	Chicago & Illinois Southern.....	Aug. 22, 1893 O & F	By R. h. v. g. cars for D'ville el.
20	Chicago & Indiana State Line.....	Aug. 29, 1893 O & F	By all R. R. terminati g at Chi.
21	Chicago & Northwestern.....	Aug. 29, 1893 O & F	C. & N. W. Ry. Co.....
22	Chicago & Northern Pacific.....	Nov. 30, 1893 O & F	C. & N. P. R. R. Co.....
23	Chicago & Ohio River.....	Nov. 18, 1893 O & F	C. & O. R. R. R. Co.....
24	Chicago, Burlington & Northern.....	Oct. 28, 1893 O & F	C., B. & N. R. R. Co.....
25	Chicago, Burlington & Quincy.....	Oct. 31, 1893 O & F	C., B. & Q. R. R. Co.....
26	Chicago & Iowa.....	Oct. 31, 1893 F	" " " " " "
27	Galesburg & Rio.....	Oct. 31, 1893 F	" " " " " "
28	Illinois Valley & Northern.....	Oct. 31, 1893 F	" " " " " "
29	Illinois Western.....	" " " " " "	" " " " " "
30	Quincy, Alton & St. Louis.....	Oct. 31, 1893 F	" " " " " "
31	St. Louis, Rock Island & Chicago.....	Oct. 31, 1893 F	" " " " " "
32	Chicago, Milwaukee & St. Paul.....	Oct. 24, 1893 O & F	C., M. & St. P. Ry. Co.....
33	Chicago, Rock Island & Pacific.....	Oct. 6, 1893 O & F	C., R. I. & P. Ry. Co.....
34	Peoria & Bureau Valley.....	Aug. 21, 1893 F	" " " " " "
35	Chicago Great Western.....	Sept. 9, 1893 O & F	C. & G. W. Ry Co.....
36	Chicago, St. Paul & Kansas City.....	Sept. 9, 1893 O & F	" " " " " "
37	Chicago Union Transfer.....	Aug. 31, 1893 O & F	Chi. Union Transfer Ry. Co.
38	Cleveland, Cincinnati, Chicago & St. L.	Sept. 22, 1893 O & F	C., C., C. & St. L. Ry. Co..
39	Kankakee & Seneca.....	Sept. 22, 1893 F	" " " " " "
40	Peoria & Eastern.....	Sept. 22, 1893 F	" " " " " "
41	DePue, Ladd & Eastern.....	July 28, 1893 F	C., B. & Q. R. R. Co. to con. mine
42	East St. Louis & Carondelet.....	Sept. 29, 1893 O & F	E. St. L. & C. Ry.....
43	East St. Louis Connecting.....	Sept. 6, 1893 O & F	E. St. L. & C. Ry. Co.....
44	Electric City & Ill. (Madison, Ill. & St. L.)	Dec. 29, 1893 O & F	St. L. M. B. Ter. Ry. Co...
45	Elgin, Joliet & Eastern.....	Nov. 27, 1893 O & F	E., J. & E. Ry. Co.....
46	Fulton County Narrow Gauge.....	Nov. 28, 1893 O & F	F. C. N. G. Ry. Co.....
47	Fulton County Extension.....	Nov. 28, 1893 F	" " " " " "
48	Grand Tower & Cape Girardeau.....	Nov. 3, 1893 O & F	G. T. & C. G. R. R. Co.....
49	Grand Tower & Carbondale.....	Nov. 3, 1893 O & F	G. T. & C. R. R. Co.....
50	Illinois Central.....	Oct. 24, 1893 O & F	I. C. R. R. Co.....
51	Blue Island.....	Oct. 24, 1893 F	" " " " " "
52	Chicago, Havana & Western.....	Oct. 24, 1893 F	" " " " " "
53	Chicago, Madison & Northern.....	Oct. 24, 1893 F	" " " " " "
54	Chicago & Springfield.....	Oct. 24, 1893 F	" " " " " "
55	Dunleith & Dubuque Bridge.....	" " " " " "	" " " " " "
56	Kankakee & Southwestern.....	Oct. 24, 1893 F	" " " " " "
57	Mound City.....	Oct. 24, 1893 F	" " " " " "
58	Rantoul.....	Oct. 24, 1893 F	" " " " " "
59	South Chicago.....	Oct. 24, 1893 F	" " " " " "
60	St. Charles Air Line (2).....	Oct. 24, 1893 F	" " " " " "
61	Indiana & Illinois Southern.....	Dec. 11, 1893 O & F	St. L., I. & E. R. R. Co.....
62	Indianapolis, Decatur & Western.....	Nov. 16, 1893 O & F	In process of reorganization
63	Indiana, Illinois & Iowa.....	Oct. 20, 1893 O & F	I., I. & I. R. R. Co.....
64	Iowa Central.....	Aug. 23, 1893 O & F	Iowa Central Ry. Co.....
65	Keithsburg Bridge (2).....	" " " " " "	" " " " " "
66	Jacksonville Southeastern (2).....	" " " " " "	J. S. E. Line.....
67	Chicago, Peoria & St. Louis (2).....	" " " " " "	" " " " " "
68	Jacksonville, Louisville & St. Louis (2).....	" " " " " "	" " " " " "
69	Litchfield, Carrollton & Western (2).....	" " " " " "	" " " " " "
70	Louisville & St. Louis (2).....	" " " " " "	" " " " " "
71	St. Louis & Chicago (2).....	" " " " " "	" " " " " "

## Mileage for year ending June 30, 1893.

4		5		6		7		8		9		10		
LENGTH OF LINE OPER- ATED—IN MILES.		LENGTH OF LINE OWNED —IN MILES.						Second, third and fourth tracks in Illinois.		Yard tracks, sidings and spurs in Illinois.		New road built during year in Illinois.		
Whole Line.	In Illinois.	Whole Line.	In Illinois.											
515.27	294.79													1
		490.97	277.79		3.17		101.00							2
		5.20	5.20		3.12		38.43							3
		.61	.51											4
283.01	26.32													5
		265.54	8.85		8.76		19.88		1.96					6
21.31	21.31				1.56		35.14							7
46.60	46.60	46.60	46.60				3.84		10.40					8
843.40	589.78	543.58	543.58		67.26		135.39							9
		37.20	37.20											10
		1.33	.65											11
43.50	31.74	29.83	22.63				6.98							12
479.79	243.67	395.50	221.20		96.03		114.75							13
		48.58	48.58		59.31		81.42		13.82					14
		48.58	5.48				6.39							15
269.56	19.99	249.57												16
335.27	30.65	326.50	21.88		17.11		5.40		7.11					17
		3.90	3.90		3.90		19.13							18
		.41	.41				.10							19
		6.10	6.10											20
4,273.54	593.97	3,081.60	593.97		195.39		391.35							21
42.58	42.58	42.58	42.58		24.79		47.82							22
85.42	85.42	85.42	85.42				5.06							23
370.76	109.13	347.81	93.51				17.62							24
5,440.74	1,329.85	4,831.79	802.29		237.98		301.93							25
		101.94	101.94				20.03							26
		12.22	12.22				1.01							27
		58.73	58.73				9.34							28
		1.83	1.83				.90							29
		46.14	46.14				4.02							30
		283.70	283.70				56.86							31
5,761.82	339.15	5,724.13	318.08		117.46		183.78							32
3,610.18	236.18	2,879.84	189.48		195.66		210.63							33
		46.70	46.70				10.70							34
922.45	172.16	23.00												35
		815.67	146.73				20.90							36
		15.36	15.36		18.93		.11		16.30					37
1,850.34	182.23	1,686.72	479.23		2.75		130.96							38
42.08	42.08	42.08	42.08				6.54							39
350.45	131.52	341.43	122.50				37.08							40
		3.50	3.50				.47							41
12.01	12.01	12.01	12.01				4.24							42
7.62	7.62	3.36	3.36				17.32		1.08					43
16.40	9.30	10.60	2.00				1.50							44
185.11	159.20	185.11	159.20				43.23							45
61.00	61.00	31.00	31.00				2.40							46
		30.00	30.00											47
28.80	28.80	28.80	28.80				2.00							48
32.90	32.90	26.20	26.20				6.00							49
2,888.30	1,294.77	705.50	705.50		144.11		300.12							50
		3.96	3.96				1.49							51
		131.62	131.62				12.45							52
		231.30	139.99				36.95							53
		111.47	111.47				18.56							54
		.59	.17											55
		131.26	131.26				12.89							56
		2.87	2.87											57
		74.43	66.21				5.66							58
		4.76	4.76				5.04							59
		.76	.76		.76									60
90.00	56.00	90.00	56.00				2.60							61
152.51	75.76	152.51	75.76				8.84							62
269.09	108.95	118.19	68.95				13.77		2.60					63
497.60	92.76	502.91	88.66				15.75							64
		2.57	1.10											65
436.13	436.13													66
		167.50	167.50				20.61							67
		112.30	112.30				10.82							68
		51.60	51.60				4.07							69
		16.47	16.47				.88							70
		50.46	50.46				3.57							71

Table I.—

	1	2	3
	NAME OF COMPANY.	DATE OF FILING REPORT. (OPERAT- ING OR FINAN- CIAL.)	HOW OPERATED.
72	Lake Erie & Western .....	Sept. 11, 1893 O. & F.	L. E. & W. R. R. Co. ....
73	Lake Shore & Michigan Southern .....	Aug. 13, 1893 O. & F.	L. S. & M. S. Ry. Co. ....
74	Louisville & Nashville .....	Oct. 9, 1893 O. & F.	L. & N. R. R. Co. ....
75	Southeast & St. Louis .....	Oct. 9, 1893 F.	" " " " " " " " " " " "
76	Louisville, Evansville & St. Louis, Con. ....	Nov. 18, 1893 O. & F.	L. E. & St. L. Con. R. R. Co.
77	Michigan Central .....	Sept. 4, 1893 O. & F.	M. C. R. R. Co. ....
78	Joliet & Northern Indiana .....	Sept. 4, 1893 F.	" " " " " " " " " " " "
79	Mobile & Ohio .....	Sept. 9, 1893 O. & F.	M. & O. R. R. Co. ....
80	St. Louis & Cairo .....	Sept. 9, 1893 F.	" " " " " " " " " " " "
81	New York, Chicago & St. Louis .....	Sept. 14, 1893 O. & F.	N. Y., C. & St. L. R. R. Co.
82	Chicago & State Line .....	Sept. 18, 1893 F.	" " " " " " " " " " " "
83	Northern Pacific .....	" " " " " " " " " " " "	" " " " " " " " " " " "
84	Wisconsin Central Lines .....	Nov. 18, 1893 O. & F.	N. P. R. R. Co. ....
85	Chicago & Wisconsin .....	Nov. 13, 1893 F.	" " " " " " " " " " " "
86	Ohio & Mississippi .....	Oct. 13, 1893 O. & F.	O. & M. Ry. Co. ....
87	Pawnee .....	Aug. 31, 1893 O. & F.	Pawnee R. R. Co. ....
88	Pennsylvania Co. ....	Sept. 22, 1893 O. & F.	Penn. Co. ....
89	Calumet River .....	Sept. 30, 1893 O. & F.	Not in operation.
90	Pittsburgh, Ft. Wayne & Chicago .....	Sept. 5, 1893 F.	Penn. R. R. Co. ....
91	South Chicago & Southern .....	Sept. 22, 1893 F.	" " " " " " " " " " " "
92	Peoria & Pekin Union <sup>(2)</sup> .....	" " " " " " " " " " " "	" " " " " " " " " " " "
93	Peoria, Decatur & Evansville .....	Nov. 18, 1893 O. & F.	P., D. & E. Ry. Co. ....
94	Peoria Terminal <sup>(2)</sup> .....	" " " " " " " " " " " "	" " " " " " " " " " " "
95	Pittsburgh, Cincinnati, Chicago & St. L. ....	Sept. 22, 1893 O. & F.	P., C., C. & St. L. Ry. Co.,
96	Englewood Connecting .....	Sept. 30, 1893 F.	" " " " " " " " " " " "
97	Quincy, Omaha & Kansas City .....	Nov. 27, 1893 O. & F.	Q., O. & K. C. Ry. (Trustees)
98	Rock Island & Peoria .....	Sept. 13, 1893 O. & F.	R. I. & P. R. R. Co. ....
99	St. Louis, Alton & Terre Haute .....	Sept. 30, 1893 O. & F.	St. L., A. & T. H. R. R. Co.
100	Belleville & Carondelet .....	Sept. 30, 1893 F.	" " " " " " " " " " " "
101	Belleville & Eldorado .....	Sept. 30, 1893 F.	" " " " " " " " " " " "
102	Belleville & Southern Illinois .....	Oct. 23, 1893 F.	" " " " " " " " " " " "
103	Chicago, St. Louis & Paducah .....	Sept. 30, 1893 F.	" " " " " " " " " " " "
104	St. Louis Southern .....	Sept. 30, 1893 F.	" " " " " " " " " " " "
105	Carbondale & Shawneetown .....	Sept. 30, 1893 F.	" " " " " " " " " " " "
106	St. Louis, Chicago & St. Paul .....	Oct. 6, 1893 O. & F.	St. L., C. & St. P. R. R. Co.
107	St. Louis & Eastern .....	Aug. 9, 1893 O. & F.	St. L. & E. Ry. Co. (in const.
108	St. Louis & Peoria .....	Sept. 27, 1893 O. & F.	St. L. & P. R. R. Co. ....
109	Terminal Railroad Association of St. L. ....	Dec. 4, 1893 O. & F.	T. R. R. Ass'n of St. Louis.
110	St. Louis Bridge .....	Aug. 2, 1893 F.	" " " " " " " " " " " "
111	Terre Haute & Indianapolis .....	Oct. 12, 1893 O. & F.	T. H. & I. R. R. Co. ....
112	St. Louis, Vandalia & Terre Haute .....	Oct. 12, 1893 F.	" " " " " " " " " " " "
113	Terre Haute & Peoria .....	Jan. 8, 1894 O. <sup>(2)</sup>	" " " " " " " " " " " "
114	Toledo, Peoria & Western .....	Sept. 12, 1893 O. & F.	T., P. & W. Ry. Co. ....
115	Toledo, St. Louis & Kansas City .....	Sept. 23, 1893 O. & F.	T., St. L. & K. C. R. R. Co.
116	Union Stock Yards & Transit .....	" " " " " " " " " " " "	" " " " " " " " " " " "
117	Wabash .....	Sept. 9, 1893 O. & F.	Wabash R. R. Co. ....
118	Champaign & Sidney <sup>(2)</sup> .....	" " " " " " " " " " " "	" " " " " " " " " " " "
119	Louisiana & Pike County <sup>(2)</sup> .....	" " " " " " " " " " " "	" " " " " " " " " " " "
120	Wabash, Chester & Western .....	Sept. 2, 1893 O. & F.	W., C. & W. R. R. Co. ....
	Total .....	" " " " " " " " " " " "	" " " " " " " " " " " "

(1) Operated by C. & E. I. R. R. Co.—C. & G. T. Ry. Co.—Wabash R. R. Co.—L., N. A. & C. Ry. Co.—C. & E. R. R. Co.—A., T. & S. Fe R. R. Co., and the Belt Ry. Co. of Chicago.

(2) Unofficial.

(3) Lessor's report not made.



Concluded.

4		5		6		7		8	9	10	
LENGTH OF LINE OPER- ATED—IN MILES.		LENGTH OF LINE OWNED —IN MILES.						Second, third and fourth tracks in Illinois.	Yard tracks, sidings and spurs in Illinois.	New road built during year in Illinois.	
Whole Line.	In Illinois.	Whole Line.	In Illinois.								
718.56	121.03	710.78	118.60	.....	.....	.....	.....	.....	20.16	.....	72
1,453.90	14.02	1,131.34	14.02	.....	.....	.....	.....	7.64	61.62	.....	73
208.18	179.81	.....	.....	.....	.....	.....	.....	.....	.....	.....	74
.....	.....	208.18	179.81	.....	.....	.....	.....	.....	31.93	.....	75
367.43	150.90	369.05	150.27	.....	.....	.....	.....	.....	27.04	.....	76
1,638.52	49.07	270.07	6.07	.....	.....	.....	.....	6.07	63.78	.....	77
.....	.....	45.00	29.00	.....	.....	.....	.....	.....	.....	.....	78
160.60	160.60	.....	.....	.....	.....	.....	.....	.....	.....	.....	79
.....	.....	160.60	160.60	.....	.....	.....	.....	.....	40.97	.....	80
530.48	18.86	502.18	.....	.....	.....	.....	.....	.....	.....	.....	81
.....	.....	9.96	9.96	.....	.....	.....	.....	.....	.....	.....	82
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	83
918.71	63.66	.....	.....	.....	.....	.....	.....	.....	.....	.....	84
.....	.....	45.66	45.66	.....	.....	.....	.....	7.62	8.98	.....	85
635.92	375.52	632.68	375.52	.....	.....	.....	.....	.....	66.63	.....	86
9.00	9.00	9.00	9.00	.....	.....	.....	.....	.....	.50	.....	87
480.14	26.57	.....	.....	.....	.....	.....	.....	25.47	54.68	.....	88
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	89
.....	.....	469.89	16.32	.....	.....	.....	.....	25.47	54.68	.....	90
.....	.....	10.25	10.25	.....	.....	.....	.....	.....	2.39	.....	91
.....	.....	.....	18.01	.....	.....	.....	.....	.....	.....	.....	92
256.63	215.88	233.27	195.55	.....	.....	.....	.....	.....	26.70	.....	93
.....	.....	.....	3.10	.....	.....	.....	.....	3.10	.....	.....	94
1,395.51	30.34	1,083.18	27.99	.....	.....	.....	.....	18.89	39.52	.....	95
.....	.....	2.35	2.35	.....	.....	.....	.....	.....	.88	.....	96
138.87	3.36	134.51	.....	.....	.....	.....	.....	.....	.....	.....	97
113.00	113.00	113.00	113.00	.....	.....	.....	.....	.....	21.26	.....	98
239.04	239.04	14.40	14.40	.....	.....	.....	.....	.....	.....	.....	99
.....	.....	17.30	17.30	.....	.....	.....	.....	.....	2.20	.....	100
.....	.....	50.20	50.20	.....	.....	.....	.....	.....	3.70	.....	101
.....	.....	56.40	56.40	.....	.....	.....	.....	.....	13.10	.....	102
.....	.....	53.50	53.50	.....	.....	.....	.....	.....	6.84	.....	103
.....	.....	33.00	33.00	.....	.....	.....	.....	.....	.....	.....	104
.....	.....	17.50	17.50	.....	.....	.....	.....	.....	.....	.....	105
96.18	96.18	96.18	87.68	.....	.....	.....	.....	.....	10.44	.....	106
12.00	12.00	12.00	12.00	.....	.....	.....	.....	.....	2.00	.....	107
14.00	14.00	14.00	14.00	.....	.....	.....	.....	.....	1.00	.....	108
3.51	1.52	1.35	.67	.....	.....	.....	.....	.....	13.63	.....	109
.....	.....	1.22	.85	.....	.....	.....	.....	.....	.....	.....	110
158.30	158.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	111
.....	.....	158.30	158.30	.....	.....	.....	.....	.....	53.75	.....	112
173.60	166.00	137.60	137.60	.....	.....	.....	.....	.....	.....	.....	113
247.10	247.10	230.10	230.10	.....	.....	.....	.....	.....	36.10	.....	114
450.72	179.49	450.72	179.49	.....	.....	.....	.....	.....	25.80	.....	115
.....	.....	8.00	8.00	.....	.....	.....	.....	8.00	86.00	.....	116
1,978.80	731.00	1,978.80	659.60	.....	.....	.....	.....	.....	166.90	.....	117
.....	.....	11.70	11.70	.....	.....	.....	.....	.....	.....	.....	118
.....	.....	6.10	6.10	.....	.....	.....	.....	.....	.....	.....	119
64.83	64.83	64.83	64.83	.....	.....	.....	.....	.....	4.33	22.57	120
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	10,314.79	.....	.....	.....	.....	1,300.61	3,435.63	75.84	

TABLE II.—*Railway Capital at the close*

	1	2	3	4	5	6	7
		STOCKS.			FUNDED		
	NAME OF COMPANY.	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital, 100x Col. 2 ÷ Col. 15.	Amount outstanding Cols. 8+9+10+11.	Amount per mile of line.	Proportion to total railway capital, 100x Col. 5 ÷ Col. 15.
1	Atchison, Topeka & Santa Fe (1)						
2	Chicago, Santa Fe & California.	\$15,000,000	\$30,552	39.65	\$17,583,000	\$35,813	46.49
3	Atch., Top. & Santa Fe in Chi.	5,000,000	961,538	40.63	7,000,000	1,346,154	56.93
4	Miss. Riv. R. R. Toll Bridge...	1,000,000	1,639,344	60.60	650,000	1,065,574	39.40
5	Baltimore & Ohio (1)						
6	Baltimore & Ohio & Chicago...	1,503,450	5,662	7.59	7,744,000	29,163	39.09
7	Belt Railway of Chicago...	1,200,000	56,312	86.82			
8	Chicago & Alton...	19,730,400	36,478	61.40	9,898,850	14,659	32.23
9	Chicago & Erie...	1,500,000	40,323	100.00			
10	Joliet & Chicago...	300,000	225,564	33.86	586,000	440,676	66.14
11	Mississippi River Bridge...	5,000,000	115,420	41.25	6,000,000	138,504	53.10
12	Chicago & Calumet Terminal...	13,591,400	31,572	41.93	17,675,000	44,690	54.52
13	Chicago & Eastern Illinois...	5,000,000	102,923	30.03	11,014,666	226,732	66.16
14	Chicago & Western Indiana...	581,370	11,967	31.35	1,250,000	25,731	67.33
15	Evansville, Terre Haute & Chi.	100,000	401	43	22,493,395	90,529	98.03
16	Chicago & Erie...	6,600,000	20,214	31.72	12,000,000	36,753	58.01
17	Grand Trunk Junction...	500,000	128,205	10.39	3,872,000	992,821	85.11
18	Chicago & Illinois Southern...	500	1,220	100.00			
19	Chicago & Indiana State Line...	200,000	32,787	37.77			
20	Chicago & Northwestern...	66,528,821	15,569	35.69	117,100,500	27,404	62.82
21	Chicago & Northern Pacific...	34,000,000	66,905	51.47	27,224,000	60,714	46.71
22	Chicago & Ohio River...	438,800	5,137	31.89	901,780	10,557	65.57
23	Chicago, Burlington & Northern...	9,571,500	27,519	41.89	12,486,500	35,900	51.03
24	Chicago, Burlington & Quincy...	76,408,900	14,131	37.05	123,606,231	22,860	59.90
25	Chicago & Iowa...	1,428,000	14,008	41.65	2,000,000	19,619	58.35
26	Galesburg & Rio...	240,000	19,613	49.69	243,800	19,954	50.40
27	Illinois Valley & Northern...	1,500,000	25,539	56.32	1,163,200	19,805	43.68
28	Illinois Western...	25,000	9,158	100.00			
29	Quincy, Alton & St. Louis...	970,100	21,025	53.59	810,000	18,206	46.41
30	St. Louis, Rock Island & Chi...	3,000,000	10,575	54.54	2,500,000	8,812	45.46
31	Chicago, Milwaukee & St. Paul...	71,735,161	12,542	32.58	137,196,000	24,020	62.93
32	Chicago, Rock Island & Pacific...	16,156,000	16,027	39.83	67,719,000	19,647	58.29
33	Peoria & Bureau Valley...	1,500,000	32,120	100.00			
34	Chicago Great Western...	49,974,635	57,587	95.69			
35	Chicago, St. Paul & Kansas City...	14,832,900	18,258	29.61	31,695,474	52,102	67.64
36	Cleveland, Cincin., Chi. & St. L.	38,407,722	22,771	40.95	48,095,730	28,514	51.29
37	Kankakee & Seneca...	10,000	238	42	650,000	15,447	59.69
38	Peoria and Eastern...	10,000,000	29,280	41.56	13,603,000	39,811	56.55
39	De Pue, Ladd & Eastern...	30,000	8,571	100.00			
40	East St. Louis & Carondelet...	420,000	31,371	65.84	200,000	16,653	31.35
41	East St. Louis Connecting...	20,000	5,952	4.42			
42	Electric City & Ill. (M., Ill. & St. L.)	1,001,100	61,043	36.34	1,763,212	107,513	63.66
43	Elgin, Joliet & Eastern...	6,000,000	32,415	46.73	6,566,086	34,331	49.58
44	Fulton County Narrow Gauge...	375,984	12,128	40.02	171,000	5,484	18.20
45	Fulton County Extension...	250,900	8,436	45.46	313,000	10,433	54.54
46	Grand Tower & Cape Girardeau...	350,000	12,153	44.61	350,000	12,153	44.61
47	Grand Tower & Carbondale...	50,000	1,908	63.21			
48	Illinois Central...	50,000,000	39,816	42.42	61,936,000	38,172	52.51
49	Blue Island...	25,000	6,313	20.00	100,000	25,253	80.00
50	Chicago, Havana & Western...	50,000	190	23.98			
51	Chicago, Madison & Northern...	50,000	216	82	2,500,000	10,808	41.00
52	Chicago & Springfield (2)						
53	Kankakee & Southwestern (2)						
54	Rantoul (2)						
55	South Chicago (2)						
56	Indiana & Illinois Southern...	740,900	8,252	46.33	790,000	42,017	100.00
57	Indianapolis, Decatur & Western...	1,000,000	6,557	17.77	4,218,950	27,663	74.58
58	Indiana, Illinois & Iowa...	3,597,800	30,411	60.07	1,421,312	12,625	27.29
59	Iowa Central...	13,754,626	27,350	66.31	6,504,879	12,934	31.36
60	Lake Erie & Western...	25,680,000	53,316	71.05	9,500,000	12,932	26.85
61	Lake Shore & Michigan South'n.	50,000,000	58,197	50.19	45,266,000	40,011	45.44

(1) Inserted to show relation of following subsidiary lines.

(2) Included in Illinois Central funded debt.

of the year ending June 30, 1893.

8	9	10	11	12	13	14	15	16	
DEBT.				OTHER FORMS OF IN- DEBTEDNESS.		SUMMARY.			
DESIGNATION.				Amount outstand- ing	Amount per mile of line.....	Proportion to total PAID-UP CAPITAL, 100×Col. 12÷Col. 13.	Total railway capital. Cols. 2+5+12	Amount per mile of line. Cols. 3+ 6+13.	
Bonds.	Miscel- laneous obligations.	Income bonds.	Equip- ment trust obliga- tions.						
\$17,583,000				\$5,214,065	\$10.681	13.86	\$37,827,065	\$77,046	1
7,000,000				304,971	58,618	2.44	12,301,971	2,366,340	2
659,000							1,650,000	2,704,918	3
7,744,000				10,560,540	39,808	46.68	19,877,990	74,633	4
				184,660	8,619	13.18	1,381,660	64,931	5
9,898,850				1,031,769	1,223	3.37	30,711,019	51,760	6
							1,500,000	40,323	7
586,000							886,000	666,210	8
6,000,000				291,679	6,918	2.65	11,299,679	260,842	9
17,675,000				1,117,515	2,901	3.55	32,416,915	81,963	10
11,014,656				636,222	13,096	3.81	16,650,888	342,751	11
1,250,000				25,170	518	1.32	1,856,540	38,216	12
12,000,000	\$300,000	\$10,000,000	\$193,395	333,800	1,339	1.57	22,927,195	92,269	13
12,000,000				2,087,047	6,392	10.28	20,687,047	64,359	14
3,872,000				177,843	45,601	3.90	4,549,843	1,166,627	15
							500	1,220	16
				329,366	53,933	62.23	529,366	86,780	17
117,100,500				2,781,670	651	1.49	186,410,991	43,624	18
27,224,000				1,061,689	23,677	1.92	58,285,689	151,296	19
250,000	33,480	618,300		34,598	405	2.54	1,375,178	16,099	20
12,486,500				795,725	2,288	3.48	22,853,725	65,907	21
14,427,550	39,178,681			6,165,783	1,143	3.05	209,180,914	38,134	22
2,000,000							3,428,000	33,627	23
213,800							483,800	39,597	24
1,163,200							2,663,200	45,344	25
							25,000	9,158	26
840,000							1,810,100	39,231	27
2,500,000							5,500,000	19,847	28
130,805,501	4,973,000	1,717,500		9,304,078	1,625	4.75	218,595,249	38,187	29
60,647,000	7,068,000			2,246,179	779	1.88	116,117,179	36,453	30
							1,500,000	32,120	31
				2,255,417	2,589	4.31	52,229,452	60,276	32
23,840,000	4,317,462	4,981,700	1,524,312	1,700,438	2,685	3.32	51,286,812	62,877	33
48,095,730				7,275,574	4,318	7.72	23,779,023	55,588	34
650,000				429,000	10,196	39.39	1,089,000	25,888	35
9,603,000		4,000,000		455,475	1,337	1.89	24,659,475	70,467	36
							30,000	8,571	37
200,000				17,862	1,487	2.81	637,862	53,111	38
				432,141	128,612	95.58	452,141	134,564	39
1,682,000	81,242						2,764,242	168,556	40
6,079,000	287,086						12,838,599	69,355	41
171,000				472,513	2,552	3.69	939,393	30,267	42
313,000				392,109	12,655	41.78	573,900	19,129	43
350,000							781,274	27,229	44
				84,274	2,923	10.78	79,067	3,017	45
13,667,000	48,269,000			29,067	1,109	36.76	117,867,969	72,644	46
109,000				5,931,969	3,656	5.04	125,000	31,566	47
							14,216	792	48
2,500,000				79,216	602	76.02	6,117,370	26,447	49
				3,567,370	15,423	58.18	291,254	2,616	50
				291,254	2,616	100.00	75,829	578	51
				75,829	578	100.00	30,053	404	52
				30,053	404	100.00	290,000	42,017	53
200,000							1,598,646	17,763	54
799,000				67,746	753	4.24	5,571,518	36,532	55
3,423,950				352,568	2,312	7.65	5,204,733	41,670	56
890,000	121,312	795,000		189,621	1,694	3.64	20,711,563	44,262	57
6,325,551		500,000		482,058	958	2.33	53,325,139	46,885	58
8,950,000		179,325		695,139	977	2.10	99,610,353	103,264	59
45,266,000				4,344,233	5,056	4.37			60

Table II.—

	1	2	3	4	5	6	7
NAME OF COMPANY.	STOCKS.			FUNDED			
	Amount outstanding.	Amount per mile of line.	Proportion to total railway capital, 100×Col. 2÷Col. 15.	Amount outstanding Cols. 8+9+10+11.	Amount per mile of line.	Proportion to total railway capital, 100×Col. 5÷Col. 15.	
Litchfield Belt.....							
74 Louisville & Nashville (1).....							
75 Southeast & St. Louis.....	\$1,000,000	\$1,805	13.33	\$6,500,000	\$31,229	86.67	
76 Louisville, Evansville & St. L. Con.....	4,254,209	11,815	27.75	10,352,927	24,751	67.53	
77 Michigan Central.....	18,738,204	69,383	62.52	10,000,000	37,027	33.35	
78 Joliet & Northern Indiana.....	300,000	6,667	26.49	800,000	17,788	70.64	
79 Mobile & Ohio (1).....							
80 St. Louis & Cairo.....	6,500,000	49,473	61.90	4,000,000	21,907	38.10	
81 New York, Chicago & St. Louis..	30,000,000	59,740	59.16	19,525,000	38,881	38.50	
82 Chicago & State Line.....	1,500,000	150,602	100.00				
83 Northern Pacific (1).....							
84 Wisconsin Central Lines (1).....							
85 Chicago & Wisconsin.....	1,500,000	32,852	45.07	1,500,000	32,852	45.07	
86 Ohio & Mississippi.....	21,811,914	38,063	57.70	16,534,000	26,133	39.60	
87 Pawnee.....	50,000	5,556	43.10	36,000	4,000	31.03	
88 Pennsylvania Co. (1).....							
89 Calumet River.....	65,500	14,786	43.81				
90 Pittsburgh, Ft. Wayne & Chi...	34,567,616	73,565	72.46	12,410,000	26,410	25.59	
91 South Chicago & Southern.....	127,000	12,390	46.72				
92 Peoria, Decatur & Evansville.....	8,404,000	36,010	58.35	4,881,748	20,940	34.93	
95 Pittsburgh, Cinclin. Chi. & St. L.	47,988,891	44,303	49.47	41,618,480	41,220	46.22	
96 Englewood Connecting.....	99,200	42,213	96.04				
97 Quincy, Omaha & Kansas City (2).....				1,739,240	12,930	97.91	
98 Rock Island & Peoria.....	1,500,000	13,271	69.15	600,000	5,310	27.66	
99 St. Louis, Alton & Terre Haute..	3,470,800	16,767	26.68	8,057,000	38,923	61.93	
100 Belleville & Carondelet.....	500,000	28,902	50.47	485,000	28,034	48.95	
101 Belleville & Eldorado.....	1,000,000	19,920	61.20	550,000	10,956	35.31	
102 Belleville & Southern Illinois..	1,692,000	30,009	61.30	1,009,000	18,005	36.55	
103 Chicago, St. Louis & Paducah.....	1,000,000	18,692	33.19	2,000,000	37,383	66.38	
104 St. Louis Southern.....	400,000	13,931	30.34	1,056,000	32,000	69.66	
105 Carbondale & Shawneetown.....	376,600	20,377	58.78	250,000	14,286	41.22	
106 St. Louis, Chicago & St. Paul.....	2,000,000	22,810	51.64	1,872,622	21,357	48.36	
107 St. Louis & Eastern.....	300,000	25,000	100.00				
108 St. Louis & Peoria.....	280,000	20,000	45.85	204,583	14,613	33.49	
109 Terminal R. R. Assn. of St. Louis..	1,441,200	1,067,556		7,000,000	5,185,185		
110 St. Louis Bridge.....	7,200,000	6,519,180	60.95	5,000,000	4,098,361	38.14	
111 Terre Haute & Indianapolis (1).....							
112 St. L., Vandalia & Terre Haute.....	3,520,000	21,789	45.78	4,490,000	28,421	52.37	
114 Toledo, Peoria & Western.....	4,076,900	17,718	44.32	4,899,530	21,293	53.15	
115 Toledo, St. Louis & Kansas City..	17,055,000	75,339	61.34	10,000,000	22,187	35.96	
117 Wabash.....	52,000,000	82,622	38.18	81,500,000	48,077	59.64	
120 Wabash, Chester & Western.....	1,250,000	19,281	63.70	690,000	10,643	35.16	
Total.....	\$30,557,461	22,435	43.60	\$1,111,749,725	\$26,804	52.09	

(1) Inserted to show relation of following subsidiary lines.

(2) About to be foreclosed; stock has no value.

Concluded.

8	9	10	11	12	13	14	15	16	
DEBT.				OTHER FORMS OF IN-DEBTEDNESS.			SUMMARY.		
DESIGNATION.				Amount outstanding.	Amount per mile of line.	Proportion to total railway capital 100×Col. 12÷Col. 15.	Total railway capital. Cols. 2+5+12.	Amount per mile of line. Cols. 3+6+13.	
Bonds.	Miscellaneous obligations.	Income bonds.	Equipment trust obligations.						
									74
\$6,500,000							\$7,500,000	\$36,034	75
10,234,225	\$118,702			\$722,954	52	4.72	15,330,090	42,577	76
10,000,000				1,231,774	4,569	4.13	29,971,978	110,379	77
800,000				32,550	723	2.87	1,132,550	25,178	78
									79
4,000,000							10,500,000	65,380	80
19,525,000				1,186,939	2,363	2.34	50,711,939	100,983	81
							1,500,000	150,602	82
									83
									84
1,100,000		\$400,000		327,688	7,177	9.86	3,327,688	72,881	85
16,126,000	408,000			1,118,212	1,432	2.70	41,734,126	65,628	86
36,000				29,998	3,333	25.87	115,998	12,889	87
									88
				81,994	18,960	56.19	149,494	33,716	89
12,410,000				726,233	1,545	1.95	47,703,849	101,520	90
				144,834	14,131	53.28	271,838	26,521	91
4,815,000	39,748			1,108,822	4,771	7.72	14,393,579	61,721	93
44,229,000	419,480			3,955,994	3,652	4.11	96,593,365	89,175	95
				4,088	1,739	3.96	103,288	43,952	96
1,739,240				37,176	276	2.09	1,776,416	12,666	97
600,000				69,228	613	3.19	2,169,228	19,197	98
6,700,000		1,357,000		1,481,020	7,155	11.39	13,008,820	62,845	99
485,000				5,686	329	.56	990,686	57,265	100
550,000				7,588	151	.49	1,557,588	31,027	101
1,009,000				59,009	1,046	2.15	2,760,009	49,069	102
1,000,000		1,000,000		12,358	231	.43	3,012,358	56,306	103
550,000		506,000					1,516,000	45,939	104
250,000							606,000	34,663	105
1,250,000	622,622						3,872,622	44,167	106
							300,000	25,000	107
182,000	22,583			126,115	9,008	20.66	610,698	45,621	108
7,000,000				731,585	541,915	.....	9,172,785	6,794,656	109
5,000,000				119,700	98,115	.91	13,109,700	10,745,656	110
									111
4,499,000				247,551	1,364	1.85	8,571,699	54,774	112
4,895,000	4,539			221,082	961	2.53	9,197,512	39,972	114
9,000,000	1,000,000			717,105	1,657	2.70	27,802,105	61,684	115
81,500,000				2,690,256	1,587	2.28	136,190,256	82,286	117
690,000				22,272	314	1.14	1,962,272	30,208	120
\$976,672,265	\$107,294,928	\$26,054,825	\$1,717,707	\$91,658,407	\$2,209	4.31	\$2,133,965,593	\$51,418	





Table III.—Continued.

1	2	3	4	5	6	7	8	9	
NAME OF COMPANY.	Gross earnings from operation.	Operating expenses.	Income from operation. Col. 2—Col. 3	INCOME FROM PROPERTY OWNED.					Total income. from Cols. 4+8.
				SOURCE OF INCOME.			Total income from property described. Cols. 5+6+7.		
				Stocks.	Bonds.	Miscellaneous, including rents.			
108 St. Louis & Peoria.....	\$29,498	\$19,698	\$9,910					\$9,910	
109 Terminal Railroad Association of St. Louis.....	1,739,261	788,633	1,010,628			\$226,574		1,237,202	
110 St. Louis Bridge.....						591,900		591,900	
111 Terre Haute & Indianapolis.....	1,940,260	1,362,457	577,803					577,802	
112 St. Louis, Vandalia & Terre Haute.....						585,679		585,679	
113 Terre Haute & Peoria.....	417,368	358,752	58,616					58,616	
114 Toledo, Peoria & Western.....	985,632	740,407	245,225			47,304		292,529	
115 Toledo, St. Louis & Kansas City.....	2,167,071	1,754,097	412,977					412,977	
117 Wabash.....	14,220,144	10,807,604	3,412,540	\$247,318	\$2,250	269,509		3,931,928	
120 Wabash, Chester & Western.....	94,492	69,484	25,008					25,008	
Totals.....	\$317,326,380	\$247,972,986	\$99,353,394	\$2,951,945	\$2,494,562	\$10,288,264	\$15,734,771	\$115,068,165	

(1) Inserted to show relation of following subsidiary lines.

(2) Deficit.



Table III.—Income Account—Whole Line—Continued.

NAME OF COMPANY.	10	11	12	13	14	15	16	17
	EXPENDITURES ASSIGNABLE TO FIXED CHARGES.							
	DESIGNATION.							
	Interest on funded debt, accrued.	Interest on interest bearing cur- rent liabili- ties accrued not other- wise pro- vided for.	Rents.	Taxes.	Miscel- laneous.	Total fixed charges, Cols. 10+11+ 12+13+14.	Net income, Cols. 9+15.	Net deficit, Cols. 9-15.
1 Atchison, Topeka & Santa Fe (1).....	\$901,480			\$154,559	\$34,037	\$1,690,076		\$1,156,186
2 Chicago, Santa Fe & California.....								
3 Baltimore & Ohio (1).....	464,640			88,436	137,358	750,434		178,550
4 Baltimore & Ohio & Chicago.....		\$823	\$134,873	48,000		183,696	\$62,230	
5 Belt Railway of Chicago.....								
6 Centralia & Chester.....								
7 Chicago & Alton.....	716,638		674,463	206,517		1,637,648	1,787,265	960
8 Illinois & Chicago.....					750	750		
9 Mississippi River Bridge.....	35,160					35,160	105,000	
10 Chicago & Eastern Illinois.....	902,697	2,608		9,104		61,712		
11 Chicago & Eastern Illinois.....	626,072	10,919	221,071	194,319		1,328,406	389,299	18,777
12 Chicago & Western Indiana.....					135,829	761,901	308,461	
13 Evansville, Terre Haute & Chicago.....	75,000					75,000		
14 Chicago & Erie.....	814,148	3,798		82,461	11,683	912,690		440,050
15 Chicago & Erie.....	659,992	127,234	186,582	186,430	45,400	1,205,698		294,021
16 Chicago & Grand Trunk.....	186,582					186,582		
17 Grand Trunk Junction.....								
18 Chicago & Indiana State Line.....		16,067		3,374		28,676		15,491
19 Chicago & Northwestern.....	6,196,739				8,635	7,411,193	4,786,809	
20 Chicago & Northern Pacific.....	1,301,254	1,422		1,014,254	200,200	1,313,202		161,338
21 Chicago & Northern Pacific.....				40,526				
22 Chicago & Ohio River.....	4,794			2,365		7,099	31,297	
23 Chicago & Ohio River.....								
24 Chicago, Burlington & Northern.....	680,925	89,509		89,035	23,601	794,035		1,578
25 Chicago, Burlington & Quincy.....	6,444,124		340,317	1,291,489	604,342	8,740,272	4,528,026	
26 Chicago, Burlington & Quincy.....	160,000			19,373		179,373		
27 Chicago & Iowa.....	14,628							
28 Galesburg & Rio.....								
29 Illinois Valley & Northern.....	69,792			9,184		16,554		27
30 Quincy, Alton & St. Louis.....	42,000					78,976		28
31 St. Louis, Rock Island & Chicago.....	175,000			51,038		42,000		30
						226,038		31



77	Michigan Central.....	1,067,800	56,000	350,893	318,896	987,179	2,725,068	1,362,758	77
78	Toliet & Northern Indiana.....	1,000					57,000	32,014	78
79	Mobile & Ohio (1).....	160,000		18,093	31,156	10,093		53,077	79
80	National Stock Yards (East St. Louis).....	782,940		1,350	174,880	75,000	1,031,170	205,218	80
81	Chicago & St. Louis.....							100	81
82	Chicago & St. Louis (1).....								82
83	Chicago & St. Louis (2).....								83
84	Wisconsin Central Lines.....	1,062,160	5,230	2,201,391	195,538	3,071	2,400,443	181,895	84
85	Ohio & Mississippi.....						1,262,997	181,895	85
86	Pennsylvania Co. (1).....						212	2,338	86
87	Gambier River.....		3,250						87
88	Pittsburgh, Ft. Wayne & Chi. (O. & F.).....	868,700		3,320,864	394,321		3,745,185	288,571	88
89	Pittsburgh, Ft. Wayne & Chicago (F.).....								89
90	South Chicago & Southern (O. & F.).....			20,601	3,008	24,866	893,506	2,911,143	90
91	Peoria, Decatur & Evansville.....	272,858	6,350				6,350	17,851	91
92	Pittsburgh, Cincinnati, Chicago & St. L.....	2,375,357	19,525	28,500	10,725	8,000	370,012	7,043	92
93	Englewood Connecting (O. & F.).....			1,102,880	445,610	179,255	4,104,672	1,146,349	93
94	Englewood Connecting (F.).....				2,477		2,477		94
95	Quincy, Omaha & Kansas City.....	25,806							95
96	Rock Island & Peoria.....	42,000				2,363	10,511	22,027	96
97	St. Louis, Alton & Terre Haute.....	469,000		440,829	50,771	34,117	70,909	231,463	97
98	St. Louis, Alton & Terre Haute (1).....	29,100					1,017,776	133,108	98
99	Belleville & Eldorado.....	35,200					231,100	900	99
100	Belleville & Eldorado (1).....	80,800				369	35,569		100
101	Chicago, St. Louis & Paducah.....	70,000		10,000		10,007	90,807	138,796	101
102	St. Louis Southern.....	47,300				773	70,773	1,967	102
103	St. Louis & Shawneetown.....	10,000				253	57,553	22,613	103
104	St. Louis & Peoria.....	9,100	5,421		564		15,082		104
105	Terminal Railroad Association of St. L.....	315,000	28,693	666,900	87,104	75,391	1,173,688	61,114	105
106	St. Louis Bridge.....	350,000				2,500	352,500	239,400	106
107	St. Louis Bridge (1).....							577,802	107
108	St. Louis Bridge (2).....							179,198	108
109	St. Louis Bridge (3).....								109
110	St. Louis Bridge (4).....								110
111	St. Louis Bridge (5).....								111
112	St. Louis Bridge (6).....								112
113	St. Louis Bridge (7).....								113
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252	St. Louis Bridge (146).....								252
253	St. Louis Bridge (147).....								253
254	St. Louis Bridge (148).....								254
255	St. Louis Bridge (149).....								255
256	St. Louis Bridge (150)								

TABLE III—Income Account—

	18	19	20	21	22	23
NAME OF COMPANY.	PAYMENTS FROM NET INCOME.					Surplus from operations of year ending June 30, 1893, Column 16-22.
	DIVIDENDS DECLARED.				Total payments from net income including miscellaneous.	
	PREFERRED STOCK.		COMMON STOCK.			
	Amount.	Rate per cent.	Amount.	Rate per cent.		
1 Atchison, Topeka & Santa Fe (1) . . .						
2 Chicago, Santa Fe & California . . .						
3 Baltimore & Ohio (1) . . .						
4 Baltimore & Ohio & Chicago . . .						
5 Belt Railway of Chicago . . .			\$72,000	6	\$72,000	
6 Centralia & Chester . . .						
7 Chicago & Alton . . .	\$278,360	8	1,216,590	8	1,494,950	\$292,315
8 Joliet & Chicago . . .			105,000	7	105,000	
9 Mississippi River Bridge . . .			21,000	7	35,000	
10 Chicago & Calumet Terminal . . .						
11 Chicago & Eastern Illinois . . .			283,986	6	283,986	105,313
12 Chicago & Western Indiana . . .			300,000	6	300,000	8,461
13 Evansville, Terre Haute & Chi. . .						20
14 Chicago & Erie . . .						
15 Chicago & Grand Trunk . . .					264,024	
16 Chicago & Indiana State Line . . .						
17 Chicago & Northwestern . . .	1,563,432	7	2,343,129	6	3,906,561	880,248
18 Chicago & Northern Pacific . . .						
19 Chicago & Ohio River . . .						31,297
20 Chicago, Burlington & Northern . . .						
21 Chicago, Burlington & Quincy . . .			3,820,221	5	3,820,221	707,805
22 Chicago, Milwaukee & St. Paul . . .	1,751,358	3½	1,838,308	4	3,589,666	932,735
23 Chicago, Rock Island & Pacific . . .			1,846,232	4	1,846,232	307,851
24 Peoria & Bureau Valley . . .			120,000	8	120,000	3,723
25 Chicago Great Western . . .	379,080	4			379,080	15,513
26 Cleveland, Cincinnati, Chi. & St. L. . .	500,000	5	840,000	3	1,340,000	
27 Kankakee & Seneca . . .						
28 Peoria & Eastern . . .						
29 East St. Louis & Carondelet . . .						
30 East St. Louis Connecting . . .						
31 Electric City & Ill. (M., Ill. & St. L.) . . .						
32 Elgin, Joliet & Eastern . . .						
33 Fulton County Narrow Gauge . . .						
34 Grand Tower & Cape Girardeau . . .						
35 Grand Tower & Carbondale . . .						
36 Illinois Central . . .			2,500,000	5	2,500,000	42,424
37 Blue Island . . .						178,659
38 Chicago, Havana & Western . . .						
39 Rantoul . . .						
40 South Chicago . . .						27,664
41 Indiana & Illinois Southern . . .						2,917
42 Indianapolis, Decatur & Western . . .						
43 Indiana, Illinois & Iowa . . .						98,526
44 Iowa Central . . .						17
45 Lake Erie & Western . . .	592,000	5			592,000	459,810
46 Lake Shore & Michigan Southern . . .	53,350	10	2,967,990	6	3,021,340	445,982
47 Litchfield Belt . . .						
48 Louisville & Nashville (1) . . .						
49 Southeast & St. Louis . . .						(2) 150,339
50 Louisville, Evansville & St. L., Con. . .			259,700	7	259,700	
51 Michigan Central . . .			1,030,601	5½	1,390,719	
52 Joliet & Northern Indiana . . .			24,000	8	24,000	8,014
53 Mobile & Ohio (1) . . .						
54 St. Louis & Cairo . . .						53,077
55 National Stock Yards (East St. L.) . . .						
56 New York, Chicago & St. Louis . . .	150,000	3			198,794	6,453
57 Chicago & State Line . . .						100
58 Northern Pacific (1) . . .						
59 Wisconsin Central Lines . . .						
60 Ohio & Mississippi . . .						181,895
61 Pawnee . . .						2,338

(1) Inserted to show relation of following subsidiary lines.

(2) Closed into L. &amp; N. income account.

## Whole Line—Continued.

24	25	26	27	28	29	30
Deficit from operations of year ending June 30, 1893. Cols. 16-22.	Surplus on June 30, 1892.	Deficit on June 30, 1892.	Additions for year.	Deductions for year.	Surplus on June 30, 1893.	Deficit on June 30, 1893.
\$1,156,186		\$2,094,573				\$3,250,759
178,550		4,574,864				4,753,414
9,770	\$162,891				\$153,121	
960	2,016,383		\$306,110	\$341,016	2,273,792	
18,777		154,903	182,500		8,820	
	1,318,760				1,421,073	
	677,855				686,316	
	70,441		20		70,461	
440,050		880,200				1,320,250
15,491		60,373				75,864
	7,163,563			222,870	7,820,941	
161,338		9,065				170,403
		6,805			24,492	
1,578		650,150	4,503			647,225
	10,501,069				11,208,874	
	5,869,209			314,045	6,487,899	
		83,049			224,802	
	76,050				79,773	
					15,513	
317,883	816,020			44,118	454,019	
44,422		357,689				402,111
257,412		199,063				456,475
15,825	31,631			814	14,992	
38,122		45,331				83,453
15,887						15,887
58,243		8,375				66,618
37,529		349,439				386,968
1,535		62,217				63,752
	120,163				162,587	
	4,385,294			1,649,000	2,914,953	
7,552		4,398				11,950
78,016		457,320				535,336
21,938		192,898				214,836
	40,184				67,818	
	12,236				15,153	
21,785		184,365				209,150
	199,063		20,212	3,725	314,070	
	6,385				136,992	
	610,887				1,070,697	
	11,709,281				12,155,263	
346,576	640,532			3,165	290,791	
27,962	7,076,896			27,961	7,048,934	
	24,176				32,190	
		26,492				
					26,585	
	165,770			36,896	135,327	
	400				500	
513,535		930,265				1,443,800
	421,795			3,859	599,831	
		3,097	14,331		13,572	

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TABLE III—*Income Account*—

NAME OF COMPANY.	18	19	20	21	22	23
	PAYMENTS FROM NET INCOME.					Surplus from opera- tions of year ending June 30, 1893. Columns 16-22.
	DIVIDENDS DECLARED.					
	PREFERRED STOCK.		COMMON STOCK.			
	Amount.	Rate per cent.	Amount.	Rate per cent.		
88 Pennsylvania Co. (1) .....						
89 Calumet River .....						
90 Pittsburgh, Ft. W. & Chi. (O. & F.) .....						\$288,571
90 Pittsburgh, Ft. Wayne & Chi. (F.) .....	\$1,014,577	7	\$1,380,000	7	\$2,394,577	516,566
91 South Chi. & Southern (O. & F.) .....						
91 South Chicago & Southern (F.) .....						17,851
93 Peoria, Decatur & Evansville .....						7,043
95 Pittsburgh, Cincinnati, Chi. & St. L. ....	906,389	4			906,389	239,930
96 Englewood Connecting (F.) .....						
97 Quincy, Omaha & Kansas City .....						23,027
98 Rock Island & Peoria .....			75,000	5	75,000	145,035
99 St. Louis, Alton & Terre Haute .....						133,168
100 Belleville & Carondelet .....						900
101 Belleville & Eldorado .....						
102 Belleville & Southern Illinois .....	102,000	8			102,000	36,796
103 Chicago, St. Louis & Paducah .....						1,967
104 St. Louis Southern .....			23,000	5	23,000	
108 St. Louis & Peoria .....						
109 Terminal Railroad Ass'n of St. L. ....						64,114
110 St. Louis Bridge .....	149,400	6	90,000	3	239,400	
111 Terre Haute & Indianapolis .....					577,802	
112 St. L., Vandalia & Terre Haute .....	216,258	14			216,258	
114 Toledo, Peoria & Western .....						58,023
115 Toledo, St. Louis & Kansas City .....						
117 Wabash .....						37,582
120 Wabash, Chester & Western .....						
Total .....	\$7,656,204		\$21,056,757		\$30,077,716	\$6,519,653

(1) Inserted to show relation of following subsidiary lines.

## Whole Line—Concluded.

24	25	26	27	28	29	30	
Deficit from operations of year ending June 30, 1893. Cols. 16-22.	Surplus on June 30, 1892.	Deficit on June 30, 1892.	Additions for year.	Deductions for year.	Surplus on June 30, 1893.	Deficit on June 30, 1893.	
\$3,250		\$11,375				\$14,625	88
	\$7,538,930				\$7,827,501		89
	7,538,930				8,055,496		90
		19,400				19,400	91
		19,400			1,549		91
	159,004				166,047		93
	299,601			\$34,876	495,655		95
441		3,595				4,036	96
		13,552			8,475		97
	936,091				1,081,126		98
	1,487,461				1,620,629		99
	4,786				5,686		100
16,261		222,001				238,262	101
	20,809				57,596		102
	10,390				12,357		103
357	22,041				21,684		104
5,175		14,305				19,480	108
	923,559				387,673		109
							110
							111
37,066	418,510				381,444		112
		137,702				79,679	114
209,523		51,233		57,655		318,411	115
	( <sup>3</sup> )				( <sup>3</sup> ) 37,582		117
4,327		17,578				21,905	120
\$4,066,122	\$72,922,037	\$11,845,072	\$527,676	\$2,740,000	\$76,013,681	\$14,813,849	

(<sup>3</sup>) Carried to profit and loss.

TABLE IV.—*Earnings and Income in Illinois*A.—*Earnings from Operation.*

	1	2	3	4	5	6	7	8
NAME OF COMPANY.	EARNINGS ARISING FROM PASSENGER SERVICE.							
	Passenger Revenue.	Revenue per passenger per mile. Cents.	Mail.	Express.	Total passenger earnings, including miscellaneous.	Passenger earnings per train mile. Dollars and cents.	Proportion to total earnings, 100×Col. 6÷Col. 16.	
1 Atehison, Top. & Santa Fe (1).....								
2 Chi. Santa Fe & California.....	\$371,947	1.202	\$37,466	\$47,838	\$468,699	46381	26.35	
5 Baltimore & Ohio (1).....								
6 Baltimore & Ohio & Chicago.....	72,919	1.894	10,188	8,105	92,195	79960	50.28	
7 Belt Railway of Chicago.....								
8 Centralia & Chester.....	4,566		1,153	339	6,065		26.49	
9 Chicago & Alton.....	2,011,413	2.075	148,765	145,509	2,305,687	1,41119	35.40	
12 Chi. & Calumet Terminal.....								
13 Chicago & Eastern Illinois.....	607,978		31,094	31,512	686,340	1,04583	25.18	
17 Chicago & Grand Trunk.....	204,729		5,985	3,887	230,333	98724	48.07	
21 Chicago & Northwestern.....	1,146,188	2.004	92,220	58,175	1,316,020	1,11915	28.93	
22 Chicago & Northern Pacific.....	151,526				1,4,159		13.78	
23 Chicago & Ohio River.....	12,553	3.239	3,941	489	16,974	92287	13.31	
24 Chi., Burlington & Northern.....	109,399	1.718	12,646	7,221	130,416	75774	13.72	
25 Chi., Burlington & Quincy (2).....	1,921,681		306,331	181,579	2,448,358		22.89	
32 Chi., Milwaukee & St. Paul.....	433,229	2.414	60,875	36,500	561,933	1,22022	21.11	
33 Chi., Rock Island & Pacific.....	1,568,616	1.880	71,407	108,416	1,841,580	1,35749	25.54	
37 Chicago Great Western.....	241,686	2.083	20,025	16,800	333,819	94076	15.18	
38 Cleve., Cincinnati, Chi. & St. L.....	1,142,315	2.187	117,616	86,586	1,346,517	1,07643	29.38	
3 Kankakee & Seneca.....	11,317	7.723	1,859	2,400	15,606	1,00308	13.66	
40 Peoria & Eastern.....	201,663	2.479	25,707	15,951	243,321	97062		
42 East St. Louis & Carondelet.....								
43 East St. Louis Connecting.....								
44 Ellettsville & Ill. (Mad., Ill. & St. L.).....	6,593		112		6,705		2.71	
45 Egin, Joliet & Eastern.....	17,432	2.556	1,013	6,800	25,245	1,24426	2.76	
46 Fulton Co. Narrow Gauge.....	13,354	1.990	3,074	2,403	19,180	50228	41.23	
48 Grand Trunk & Cape Girardeau.....	5,979	2.415	1,858	279	8,116	32238	14.66	
49 Grand Tower & Carbondale.....	13,843	2.534	1,583	238	15,664	63275	10.46	
50 Illinois Central.....	3,455,479	1.900	250,230	201,071	4,030,696	1,01350	33.63	
61 Indiana & Illinois Southern.....	11,152	2.706	3,240	265	14,657	43838	21.73	
62 Indianapolis, Decatur & Western.....	74,004	2.456	8,284	9,638	93,985	64823	37.21	
63 Indiana, Illinois & Iowa.....	9,216	2.601	4,112	508	13,836	1,17106	3.23	
64 Iowa Central.....	52,904	2.518	7,019	3,479	64,230	54649	15.22	
72 Lake Erie & Western.....	164,035	2.396	10,928	11,917	189,500	91195	31.21	
73 Lake Shore & Mich. South'n.....	218,203	2.086	50,122	15,012	287,267	1,42529	46.29	
74 Louisville & Nashville (1).....								
75 Southeast & St. Louis.....	302,345	2.489	37,458	23,068	372,326	1,57012	32.43	
76 Louisv., Evansv. & St. L. Con.....	160,740	2.736	13,651	10,165	181,856	73763	31.08	
77 Michigan Central.....	219,528	2.239	4,417	6,675	230,621	1,33603	37.59	
79 Mobile & Ohio (1).....								
80 St. Louis & Cairo.....	139,109	2.217	23,180	25,218	191,219	68452	21.46	
81 New York, Chicago & St. L.....	23,598	1.820	1,022	796	25,538	95040	10.82	
83 Northern Pacific (1).....								
84 Wisconsin Central Lines.....	245,363	2.399	8,126	9,816	308,818	1,60336	31.61	
86 Ohio & Mississippi.....	617,030	1.953	90,208	54,875	777,569	1,0271	39.33	
87 Pawnee.....	2,817	2.086	210	300	3,357	75361	30.96	
84 Pennsylvania Company (1).....								
90 Pittsburgh, Ft. W. & Chi.....	120,299	2.018	11,966	9,219	141,637	1,28398	27.35	
91 South Chicago & Southern.....	22,108	1.618		421	22,533	88381	40.59	
93 Peoria, Decatur & Evansville.....	179,447	2.762	17,565	14,816	211,828	84060	29.17	
95 Pittsburgh, Cinn., Chi. & St. L.....	88,191	2.168	16,218	8,615	115,837	1,08654	23.65	
96 Englewood Connecting.....								
98 Rock Island & Peoria.....	127,970	2.563	10,111	6,000	145,662	1,12122	21.33	

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for State of Illinois.



for year ending June 30, 1893.

## A.—Earnings from Operation.

9	10	11	12	13	14	15	16	17	18	
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.			
Freight Revenue.	Revenue per ton per mile. Cents.....	Total freight earnings, including stock yards, elevators and miscellaneous	Freight earnings per train mile. Dollars and cents	Proportion to total earnings, 100×Col. 11÷Col. 16.....	Balance of car mileage and switching charges.....	Telegraph rentals and other sources.	Total earnings from operation. Cols. 6+11+14+15.	Total earnings per train mile.	Proportion to total income, 100×Col. 16÷Col. 24.....	
\$1,286,696	.403	\$1,290,954	.73	72.56	\$8,531	\$10,813	\$1,778,997	\$0.48502	100.00	1
90,785	.271	91,161	1.45	49.72	.....	.....	183,356	.27671	100.00	2
79,481	.....	828,814	.62	100.00	.....	.....	828,814	.....	100.00	6
16,746	.....	16,835	.....	73.51	.....	.....	22,900	.....	100.00	7
4,171,302	.950	4,171,302	1.60	64.05	.....	.....	6,512,512	1.45755	95.78	8
1,982,156	.589	2,028,921	2.11	74.43	143,429	803	145,019	.....	.....	12
245,500	.655	245,500	1.17	51.23	.....	9,776	2,727,840	1,18105	100.00	13
3,212,489	.657	3,217,816	1.38	70.75	.....	3,330	479,163	.84647	83.10	17
.....	.....	.....	.....	.....	121,972	14,155	4,547,991	.95537	85.51	21
75,871	1.793	75,871	1.38	80.44	.....	1,092,368	1,368,399	.....	95.41	22
530,812	.614	661,227	1.52	82.94	.....	1,470	91,316	1,14763	100.00	23
5,718,191	.....	5,721,531	.....	68.11	109,371	5,699	797,312	1,09384	100.00	24
1,463,631	1.026	1,473,071	1.58	71.77	.....	120,206	8,398,466	1,39260	95.41	25
4,090,580	1.018	4,090,580	1.65	66.59	61,705	17,212	2,052,216	1,14006	99.64	32
1,228,218	.825	1,228,218	1.49	76.55	.....	148,285	6,142,151	1,06088	97.32	33
2,474,779	.701	2,474,779	1.41	63.63	.....	9,211	1,591,308	.99469	100.60	35
58,469	.727	58,469	1.26	70.41	.....	66,004	3,887,300	1,01130	99.79	38
408,623	.666	408,623	1.27	62.61	.....	8,970	83,045	1,31259	100.00	39
.....	.....	.....	.....	.....	94,718	744	652,688	.95105	100.00	40
.....	.....	150,312	.....	.....	.....	110,792	150,312	.....	100.00	42
222,815	.....	222,815	.....	90.03	.....	17,919	247,499	.....	100.00	43
861,146	.694	861,146	1.62	94.20	.....	26,706	913,096	1,11698	100.00	44
27,314	1.156	27,314	.72	58.77	.....	.....	46,524	.80151	100.00	45
47,218	.877	47,218	1.26	85.34	.....	.....	55,334	.81228	94.87	48
124,802	1.511	124,802	2.30	82.61	.....	9,227	149,603	1,81229	100.00	49
7,288,214	.777	7,304,941	1.28	60.94	.....	651,634	11,987,271	.90327	88.78	50
44,602	2.925	44,602	1.32	75.27	.....	.....	59,250	.78763	100.00	61
157,907	.745	158,480	1.63	62.79	.....	.....	252,465	.81338	100.00	62
412,883	.684	412,927	1.63	96.52	1,062	.....	427,824	.80646	100.00	63
357,511	1.000	357,425	1.28	84.72	.....	227	421,882	.89039	100.00	64
347,931	.737	387,931	1.55	64.34	8,969	15,212	602,732	1,03510	100.00	72
286,150	.786	330,477	4.08	53.25	.....	2,832	620,576	.46310	99.24	73
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74
770,402	.870	770,402	1.83	67.09	.....	5,282	1,148,010	1,04308	100.00	75
402,897	1.050	402,897	1.61	67.74	3,533	3,478	594,765	.97428	98.58	76
582,780	.861	582,780	1.41	62.41	.....	.....	613,400	.44261	98.31	77
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	79
696,299	.795	696,299	1.11	78.16	3,359	.....	890,877	.74406	100.00	80
210,179	1.473	210,179	3.20	88.91	.....	331	236,047	.44565	99.57	81
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	83
652,036	1.200	658,712	2.45	67.42	6,192	3,169	976,921	2,03091	100.00	84
1,195,882	.919	1,195,882	1.54	60.67	.....	.....	1,973,442	1,00317	100.00	86
7,487	.687	7,487	.56	69.04	.....	.....	10,815	.59357	100.00	87
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	88
302,879	.671	302,879	1.67	57.28	.....	81,231	528,747	1,29109	100.00	90
32,815	1.359	32,815	3.36	59.16	100	35	55,484	1,57364	100.00	91
480,219	1.197	480,219	1.60	66.12	31,334	2,865	726,216	1,13032	99.72	93
277,306	.685	277,306	1.38	56.66	88,542	7,927	489,614	1,22121	99.92	95
.....	.....	.....	.....	.....	.....	4,564	4,564	.....	100.00	96
535,495	1.345	535,495	2.17	78.43	.....	1,566	682,720	1,41721	98.31	98

TABLE IV.—*Earnings and Income in Illinois*A.—*Earnings from Operation.*

	1	2	3	4	5	6	7	8
NAME OF COMPANY.	EARNINGS ARISING FROM PASSENGER SERVICE.							
	Passen- ger Revenue.	Revenue per pas- senger per mile. <i>Cents</i>	Mail.	Express	Total passenger earnings, including miscel- laneous.	Passenger earnings per train mile. <i>Dollars and cents</i>	Proportion to total earnings, 100×Col. 6÷Col. 16.	
99 St. L., Alton & Terre Haute...	\$289,164	2.479	\$27,153	\$25,000	\$342,883	1.11886	21.17	
106 St. Louis, Chicago & St. Paul	39,945	2.465	6,282	3,600	50,273	.43611	34.19	
108 St. Louis & Peoria.....	.....	.....	.....	.....	.....	.....	.....	
109 Terminal R. R. Ass'n of St. L.	189,578	8.601	12,500	28,496	230,574	.....	28.47	
111 Terre Haute & Indianapolis..	456,783	2.283	195,733	48,425	701,738	.92964	36.16	
113 Terre Haute & Peoria.....	101,748	.....	13,247	7,825	123,090	.....	29.49	
114 Toledo, Peoria & Western....	273,416	2.483	27,956	30,000	341,931	1.06692	34.59	
115 Toledo, St. L. & Kansas City.	87,089	1.929	13,745	15,000	118,481	.61216	18.23	
117 Wabash (2).....	1,186,211	2.009	134,902	126,979	1,471,544	.91870	31.04	
120 Wabash, Chester & Western.	27,732	2.833	4,617	1,363	33,529	.66082	35.48	
Totals.....	\$19,155,163	2.409	\$1,959,162	\$1,463,003	\$23,136,095	.94864	29.39	

(2) Estimated for State of Illinois.

for year ending June 30, 1893—Continued.

A.—Earnings from Operation.

9	10	11	12	13	14	15	16	17	18
EARNINGS ARISING FROM FREIGHT SERVICE.					OTHER EARNINGS.		SUMMARY OF EARNINGS.		
Freight Revenue.	Revenue per ton per mile. <i>Cents</i> .....	Total freight earnings, including stock yards, elevators and miscellaneous	Freight earnings per train mile. <i>Dollars and cents</i>	Proportion to total earnings, 100×Col. 11÷Col. 16.....	Balance of car mileage and switching charges.....	Telegraph rentals and other sources.	Total earnings from operation. Cols. 6+11+14+15.	Total earnings per train mile.	Proportion to total income, 100×Col. 16÷Col. 21.....
\$1,215,058	.950	\$1,215,058	1.33	75.02	\$7,837	\$53,747	\$1,619,525	\$1.30409	76.87
93,770	1.218	93,770	1.27	63.76	.....	3,017	147,060	.51742	100.00
29,439	1.914	29,439	3.35	99.43	.....	169	29,608	1.95942	100.00
531,729	10.087	531,729	.....	65.67	42,184	5,175	809,662	.....	88.88
1,232,646	.831	1,232,646	1.38	63.01	3,004	2,872	1,940,260	1.01437	100.00
294,277	.....	294,277	.....	70.51	.....	.....	417,368	.....	100.00
586,029	1.422	587,474	1.21	59.62	.....	56,225	985,633	1.16403	95.42
531,639	.462	531,639	1.28	91.77	.....	.....	650,123	.81619	100.00
3,205,863	.683	3,268,605	1.27	68.96	.....	.....	4,740,149	.90814	96.48
60,963	2.309	60,963	1.39	64.52	.....	.....	94,492	1.00001	100.00
\$51,701,000	1.187	\$52,312,074	1.61	66.47	\$736,814	\$2,516,661	\$78,701,644	\$1.02685	91.70

TABLE IV.—*Earnings and Income in Illinois for year ending June 30, 1893.*—Continued.

B.—Income from Property Owned but not Operated.

		19	20	21	22	23	24	
		INCOME FROM PROPERTY OWNED.						
NAME OF COMPANY.		SOURCE OF INCOME.			Total income from prop. owned Cols. 19+20+21	Proportion to total income, 100×Col. 22÷Col. 21	Total earnings and in- come. Cols. 16+22	
		Stocks.	Bonds.	Miscel- laneous, includi'g rents.				
1	Atch., Topeka & Santa Fe (1).....							1
2	Chi., Santa Fe & California.....							2
5	Baltimore & Ohio (1).....						\$1,778,997	5
6	Baltimore & Ohio & Chi.....						183,356	6
7	Belt Railway of Chicago.....						828,814	7
8	Centralia & Chester.....						22,900	8
9	Chicago & Alton.....	\$46,532	\$233,920	\$6,365	\$286,817	4.22	6,799,329	9
10	Joliet & Chicago.....			105,750	105,750	100.00	105,750	10
11	Mississippi River Bridge.....			34,699	34,699	100.00	34,699	11
12	Chicago & Calumet Terminal.....						145,019	12
13	Chicago & Eastern Illinois.....	55,800	2,559	1,019	59,378	2.13	2,785,218	13
14	Chicago & Western Indiana.....			1,070,362	1,070,362	100.00	1,070,362	14
15	Evansville, Terre Haute & C.....			75,000	75,000	100.00	75,000	15
17	Chicago & Grand Trunk.....			97,468	97,468	16.90	576,631	17
18	Grand Trunk Junction.....			185,582	185,582	100.00	185,582	18
20	Chicago & Indiana State Line.....			13,185	13,185	100.00	13,185	20
21	Chicago & Northwestern.....	727,710		43,401	771,111	14.49	5,319,192	21
22	Chicago & Northern Pacific.....			65,936	65,936	4.59	1,431,335	22
23	Chicago & Ohio River.....						91,316	23
24	Chi., Burlington & Northern.....						797,312	24
25	Chi., Burlington & Quincy (2).....	235,426	84,127	47,142	366,695	4.59	8,765,161	25
26	Chicago & Iowa.....			179,373	179,373	100.00	179,373	26
27	Galesburg & Rio.....			16,554	16,554	100.00	16,554	27
28	Illinois Valley & Northern.....			78,976	78,976	100.00	78,976	28
30	Quincy, Alton & St. Louis.....			42,000	42,000	100.00	42,000	30
31	St. L., Rock Island & Chi.....			226,038	226,038	100.00	226,038	31
32	Chi., Milwaukee & St. Paul.....		3,957	3,371	7,328	.36	2,059,544	32
33	Chi., Rock Island & Pacific.....	34,699	110,858	23,716	169,273	2.68	6,311,424	33
34	Peoria & Bureau Valley.....			125,000	125,000	100.00	12,000	34
35	Chicago Great Western.....						1,591,398	35
36	Cleveland, Cin., Chi. & St. L.....	5,248		2,835	8,083	.21	3,895,383	36
39	Kankakee & Seneca.....						83,045	39
40	Peoria & Eastern.....						652,688	40
42	East St. Louis & Carondelet.....			75	75		110,867	42
43	East St. Louis Connecting.....						150,312	43
44	Elec. City & Ill. M., I. & St. L.).....						247,499	44
45	Elgin, Joliet & Eastern.....						913,096	45
46	Fulton County Narrow Gauge.....						46,524	46
48	Gr'd Tow'r & Cape Girardeau.....			2,991	2,991	5.13	58,325	48
49	Grand Tower & Carbondale.....						119,693	49
50	Illinois Central.....	229,954	1,112,610	172,531	1,515,095	11.22	13,562,366	50
61	Indiana & Illinois Southern.....						59,259	61
62	Indianap., Decatur & West'n.....						252,465	62
63	Indiana, Illinois & Iowa.....			40	40		427,861	63
61	Iowa Central.....						421,882	61
72	Lake Erie & Western.....						602,732	72
73	Lake Shore & Mich. Southern.....	3,871	388	528	4,787	.76	625,363	73
71	Louisville & Nashville (1).....							71
75	Southeast & St. Louis.....						1,148,010	75
76	Louisv., Evansv. & St. L., Con.....			8,556	8,556	1.42	603,321	76
77	Michigan Central.....	11,770	90		11,860	1.69	625,260	77
78	Joliet & Northern Indiana.....			14	14	100.00		78
79	Mobile & Ohio (1).....							79
80	St. Louis & Cairo.....						890,877	80
	Nat'l Stock Yards. (E. St. L.).....							

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for State of Illinois.

TABLE IV — *Earnings and Income in Illinois for year ending June 30, 1893.*—Concluded.

## B.—Income from Property Owned but not Operated.

	NAME OF COMPANY.	19	20	21	22	23	24
		INCOME FROM PROPERTY OWNED.					
		SOURCE OF INCOME.			Total income from property described, Cols. 19+20+21	Proportion to total income 100× Col. 22÷Col. 21	Total earnings and income, Cols. 16+22
		Stocks.	Bonds.	Miscellaneous, including rents.			
81	New York, Chicago & St. L.			\$307	\$307	.13	\$236,354
82	Chicago & State Line			100	100	100.00	100
83	Northern Pacific <sup>(1)</sup>						
84	Wisconsin Central Lines						976,921
85	Ohio & Mississippi						1,971,442
86	Pawnee						10,845
87	Pennsylvania Co. <sup>(2)</sup>						
88	Pittsburgh, Ft. W. & C. (O. & F.)		\$1,034	131,109	132,143	100.00	528,747
89	Pittsburgh, Ft. W. & Chi. (F.)						132,143
90	S. Chi. & Southern (O. & F.)						55,484
91	South Chi. & Southern (F.)			24,201	24,201	100.00	24,201
92	Peoria, Decatur & Evansville			2,005	2,005	.28	728,251
93	Pittsburgh, Cin., Chi. & St. L.	\$77	13	244	334	.08	489,946
94	Englewood Connee. (O. & F.)						4,564
95	Englewood Connecting (F.)			442	442	100.00	442
96	Rock Island & Peoria	250		11,520	11,800	1.69	694,520
97	St. L., Alton & Terre Haute		350,520	136,776	487,296	23.13	2,106,821
98	Belleville & Carondelet			30,000	30,000	100.00	30,000
99	Belleville & Eldorado			19,308	19,308	100.00	19,308
100	Belleville & Southern Ill.			229,603	229,603	100.00	229,603
101	Chicago, St. L. & Paducah			72,740	72,740	100.00	72,740
102	St. Louis Southern			80,196	80,196	100.00	80,196
103	Carb'dale & Shawneeto'n			10,000	10,000	100.00	10,000
104	St. Louis, Chicago & St. Paul						147,060
105	St. Louis & Peoria						29,608
106	Terminal R. R. Assn. of St. L.			101,365	101,365	11.12	911,027
107	Terre Haute & Indianapolis						1,910,260
108	St. L., Vandalia & Terre H.			585,679	585,679	100.00	585,679
109	Toledo, Peoria & Western			47,304	47,304	4.58	1,032,947
110	Toledo, St. L. & Kansas City						650,124
111	Wabash <sup>(2)</sup>	82,439	754	89,836	173,029	3.52	4,913,178
112	Wabash, Chester & Western						94,492
113	Totals	\$1,433,806	\$1,900,830	\$4,202,242	\$7,121,508	8.30	\$85,823,152

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.<sup>(2)</sup> Estimated for State of Illinois.

TABLE V.—*Expend-**A.—Operating Expenses.*

	1	2	3	4	5	6	7	8	9
NAME OF COMPANY.	EXPENDITURE ASSIGN-								
	MAINTENANCE OF WAY AND STRUCTURES.				MAINTENANCE OF EQUIPMENT.				
	Amount.	Proportion to total operating expenses, 100× Col. 2÷ Col. 18.	Proportion assigned to Passenger service.	Freight service.	Amount.	Proportion to total operating expenses, 100× Col. 6÷ Col. 18.	Proportion assigned to Passenger service.	Freight service.	
1 Atchison, Topeka & Santa Fe <sup>(1)</sup>	\$218,422	12.92	32.27	67.73	\$195,617	11.55	23.14	76.86	
2 Chicago, Santa Fe & Cal. ....									
3 Baltimore & Ohio <sup>(1)</sup> .....	21,799	12.69			29,494	17.12			
4 Baltimore & Ohio & Chicago	87,601	15.03		100.00	93,712	16.08		100.00	
5 Belt Railway of Chicago .....	4,586	19.23	30.00	70.00	6,896	24.06	30.00	70.00	
6 Centralia & Chester .....	805,222	21.99	38.52	61.48	690,451	12.85	30.38	69.62	
7 Chicago & Alton .....	10,108	8.52		100.00	18,446	15.55		100.00	
12 Chicago & Calumet Terminal.	251,913	14.69	40.77	59.23	374,106	21.82	21.31	78.69	
13 Chicago & Eastern Illinois .....	361,985	12.25	19.00	60.00	487,449	16.36	40.88	59.12	
17 Chicago & Grand Trunk .....	613,895	20.74	33.21	66.76	472,087	15.95	20.55	79.45	
21 Chicago & Northwestern .....	23,183	9.18	62.72	37.28	27,416	10.85	87.39	12.61	
22 Chicago & Northern Pacific ..	23,235	11.55	25.00	75.00	2,410	4.31	21.25	70.75	
23 Chicago & Ohio River .....	77,316	16.38	19.57	80.43	46,363	9.82	19.57	80.43	
24 Chicago, Burlington & North'n	1,180,255	21.04			939,589	17.09			
25 Chicago, Burlington & Q. <sup>(2)</sup> ..	300,250	23.11	33.65	66.35	221,688	17.06	16.89	53.11	
82 Chicago, Milwaukee & St. Paul	522,414	13.68	35.49	64.60	548,309	14.50	30.80	69.20	
33 Chicago, Rock Island & Pacific	172,253	12.85	30.60	69.40	127,175	9.49	26.67	73.33	
35 Chicago Great Western .....	517,132	18.13	41.57	58.43	402,674	14.11	33.82	66.18	
38 Cleveland, Cinclin., Chi. & St. L.	36,223	47.71	25.00	75.00	6,816	8.98	19.92	80.08	
39 Kankakee & Seneca .....	151,333	28.25	43.76	56.24	79,813	14.99	32.26	67.74	
40 Peoria & Eastern .....	24,868				15,132				
42 East St. Louis & Carondelet ..	25,093			100.00	12,062			100.00	
43 East St. Louis Connecting .....	23,869	14.46	2.73	97.27	45,766	27.13	2.82	97.18	
44 Electric C. & Ill. (M., I. & St. L.)	86,564	14.83	2.25	97.75	93,660	16.04	2.62	97.38	
45 Elgin, Joliet & Eastern .....	23,212	48.01	33.31	66.69	5,423	11.22	20.61	79.39	
46 Fulton County, Narrow Gauge.	8,860	22.31	28.95	71.05	7,008	17.81	29.61	70.39	
48 Gr. Tower & Cape Girardeau ..	16,565	20.14	29.99	69.01	16,850	20.49	11.83	88.17	
49 Grand Tower & Carbondale ..	1,062,988	14.89	41.00	59.00	1,243,481	17.33	29.45	70.55	
50 Illinois Central .....	16,206	30.10	30.00	70.00	6,213	11.54	19.47	80.53	
61 Indiana & Illinois Southern ..	36,163	20.22	59.89	40.11	23,093	12.91	30.97	69.03	
62 Indianapolis, Decatur & West.	56,039	19.01	44.59	55.41	21,559	10.03	6.23	93.77	
63 Indiana, Illinois & Iowa .....	71,491	23.18	29.62	70.38	23,674	7.67	20.96	79.04	
64 Iowa Central .....	62,507	19.29	45.45	54.55	52,012	16.05	32.09	67.91	
72 Lake Erie & Western .....	85,673	26.59	36.19	63.81	45,393	14.08	36.26	63.74	
73 Lake Shore & Mich. Southern.									
74 Louisville & Nashville <sup>(1)</sup> .....	130,737	18.62	37.32	62.68	129,415	18.43	20.30	79.37	
75 Southeast & St. Louis .....	88,290	21.91	50.45	49.55	65,215	16.18	36.65	63.35	
76 Louisv., Evansv. & St. L., Con.	97,371	21.83	34.42	65.58	72,881	16.34	34.42	65.58	
77 Michigan Central .....									
79 Mobile & Ohio <sup>(1)</sup> .....	144,069	21.68	30.74	69.26	70,046	11.33	16.59	83.41	
80 St. Louis & Cairo .....	27,510	14.35	18.96	81.04	23,017	12.02	9.13	90.87	
81 New York, Chicago & St. L. ....									
83 Northern Pacific <sup>(1)</sup> .....	72,921	11.27	31.31	68.69	70,523	10.89	27.11	72.89	
84 Wisconsin Central Lines .....	292,543	22.41	47.63	52.37	190,100	14.56	31.65	68.35	
86 Ohio & Mississippi .....	1,844	23.61	76.39	23.61	507	23.61	76.39	23.61	
87 Pawnee .....									
88 Pennsylvania Co. <sup>(1)</sup> .....	145,820	11.49	39.61	60.39	260,319	20.59	21.36	75.64	
90 Pittsburgh, Ft. Wayne & Chi	1,958	15.55	72.09	27.91	2,716	8.61	38.27	61.73	
91 South Chicago & Southern ..	93,805	23.37	45.62	54.38	72,653	17.91	21.37	78.63	
93 Peoria, Decatur & Evansville ..	87,601	11.57	33.06	66.94	69,123	9.13	19.98	80.02	
95 Pittsburgh, Cinclin., Chi. & St. L.	1,123			100.00					
96 Englewood Connecting .....	101,306	25.08	37.39	62.61	55,732	13.89	15.65	84.35	
98 Rock Island & Peoria .....	212,578	22.21	25.00	75.00	171,419	17.83	18.92	81.08	
99 St. L., Alton & Terre Haute ..	5,707	28.97		100.00	2,951	14.98		100.00	
108 St. Louis & Peoria .....									

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for State of Illinois.

## itures in Illinois.

## A.—Operating Expenses.

10	11	12	13	14	15	16	17	18	19	20	21
ABLE TO OPERATION.								SUMMARY OF OPERATING EXPENSES.			
CONDUCTING TRANSPORTATION.				GENERAL EXPENSES.				Total operating expenses.		Proportion of operating expenses to operating income	
Amount.	Proportion to total operating expenses, 100×Col. 10÷Col. 18.....	Proportion assigned to		Amount.	Proportion to total operating expenses, 100×Col. 14÷Col. 18.....	Proportion assigned to		Cols. 2+6+10+14.	Proportion assigned to	Passenger service.....	Freight service.....
		Passenger service.....	Freight service.....			Passenger service.....	Freight service.....				
\$575,772	33.91	30.18	69.82	\$704,385	41.62	33.01	66.99	\$1,694,196	30.31	69.19	95.23
105,822	61.64	.....	.....	14,548	8.55	.....	.....	171,663	.....	.....	93.62
357,414	61.32	100.00	.....	44,161	7.57	100.00	.....	582,888	100.00	.....	70.33
7,156	30.00	30.00	70.00	5,223	22.71	30.00	70.00	23,861	30.00	70.00	100.00
1,974,876	51.74	35.30	64.70	546,639	14.32	43.75	56.25	3,877,248	36.71	63.29	58.62
77,762	65.55	100.00	.....	12,304	10.38	100.00	.....	118,620	100.00	.....	81.80
939,602	54.79	27.85	72.15	149,005	8.69	42.63	57.37	1,714,626	29.55	70.45	62.90
1,776,159	59.63	36.33	63.67	353,056	11.76	50.34	49.66	2,978,649	39.18	60.82	76.78
1,673,168	56.53	32.08	67.92	200,467	6.78	34.74	65.26	2,959,617	36.37	63.63	65.08
181,765	72.78	65.40	34.60	18,107	7.19	55.20	44.71	252,471	66.82	33.18	18.45
25,381	45.37	23.52	76.48	4,894	8.77	25.34	74.66	55,920	24.51	75.46	60.23
256,182	54.25	19.57	80.43	92,221	19.55	19.57	80.43	472,085	19.57	80.43	70.79
2,857,108	51.96	.....	.....	471,136	9.91	.....	.....	5,448,089	.....	.....	64.87
656,340	50.51	25.07	74.93	121,222	9.32	42.63	57.37	1,299,500	29.00	71.00	63.32
2,222,434	58.77	35.25	64.75	488,015	13.05	35.39	64.61	3,781,172	34.64	65.36	61.56
668,761	49.32	21.04	78.96	371,584	27.74	36.92	63.08	1,339,773	22.73	77.27	84.19
1,558,467	54.63	37.41	62.59	374,639	13.13	40.17	59.83	2,852,912	52.03	47.97	73.35
30,303	39.91	32.97	67.03	2,578	3.40	25.45	74.55	75,920	27.74	72.26	81.99
257,700	48.11	38.64	61.36	46,790	8.74	40.94	59.06	535,636	39.36	60.64	82.06
48,471	.....	.....	.....	4,695	.....	.....	.....	93,166	.....	.....	84.39
74,787	.....	100.00	.....	21,613	.....	100.00	.....	136,585	100.00	.....	90.87
77,429	46.93	2.73	97.27	17,932	11.48	2.73	97.27	164,987	2.73	97.27	66.66
333,558	57.13	2.73	97.27	70,071	12.00	2.15	97.85	583,853	2.35	97.65	63.94
15,285	31.61	33.33	66.67	4,429	9.16	33.33	66.67	48,349	31.06	68.94	104.00
19,699	49.51	35.83	64.17	4,154	10.37	34.37	65.63	39,721	33.05	66.95	71.80
36,681	44.59	17.57	82.43	12,150	14.78	17.41	82.59	82,246	18.98	81.02	54.90
4,279,207	59.61	33.95	66.05	592,382	8.17	43.65	56.35	7,178,058	35.00	65.00	59.85
24,850	46.16	21.70	75.30	6,567	18.20	30.80	69.20	54,836	26.44	73.56	90.80
90,420	50.55	41.21	58.78	29,180	16.32	60.30	39.70	178,856	46.78	53.22	70.84
156,225	52.99	2.58	97.42	52,951	17.97	3.85	96.15	294,774	3.87	96.13	68.90
161,631	52.46	19.54	80.46	51,626	16.69	28.04	71.96	308,422	23.39	76.61	73.11
169,649	52.36	43.70	56.30	39,790	12.30	43.48	56.52	323,958	31.39	68.61	53.75
169,413	52.58	32.54	67.46	21,738	6.75	35.06	64.94	322,217	33.39	66.61	51.92
338,438	48.21	24.65	75.35	103,393	14.74	37.59	62.41	701,983	28.17	71.83	61.15
211,503	52.49	30.52	69.48	37,902	9.42	48.45	51.55	402,910	37.67	62.33	68.57
231,371	51.87	34.42	65.58	44,436	9.96	31.42	68.58	446,059	34.42	65.58	72.72
331,029	53.52	23.17	76.83	73,315	13.47	31.90	68.10	618,459	25.23	74.77	69.42
116,670	60.85	8.44	91.56	24,508	12.78	14.98	85.02	191,735	10.86	89.14	81.23
402,328	62.16	21.89	78.11	101,447	15.68	30.29	69.71	647,269	21.84	78.16	66.26
644,568	49.38	43.59	56.41	178,157	13.65	51.49	48.51	1,305,368	44.27	55.73	66.11
3,404	23.61	76.39	40.41	2,540	23.61	76.39	30.20	8,295	23.61	76.39	.....
842,340	66.42	25.92	74.08	19,725	1.50	22.21	77.79	1,268,294	26.62	73.38	239.85
23,467	74.06	52.25	47.75	764	1.78	69.37	30.63	31,875	29.81	70.19	57.45
195,784	48.28	22.96	77.04	43,284	10.44	40.72	59.28	405,546	54.56	45.44	93
555,514	73.37	23.23	76.77	44,860	5.91	53.10	46.90	757,101	25.97	74.03	154.63
1,100	.....	100.00	.....	7	.....	100.00	.....	2,529	.....	100.00	5.40
195,497	48.44	22.41	77.59	51,051	12.68	36.81	63.19	493,576	27.03	72.97	59.11
470,869	49.25	22.41	77.59	98,013	10.68	27.34	72.66	952,880	22.79	77.21	59.02
6,963	35.35	100.00	.....	4,077	20.70	100.00	.....	19,698	100.00	.....	108

Table V.—Expenditures

## A.—Operating Expenses.

	1	2	3	4	5	6	7	8	9
NAME OF COMPANY.	EXPENDITURE ASSIGN-								
	MAINTENANCE OF WAY AND STRUCTURES.					MAINTENANCE OF EQUIPMENT.			
	Amount.	Proportion to total operating expenses, 100× Col. 2÷ Col. 18.....	Proportion assigned to		Amount.	Proportion to total operating expenses, 100× Col. 6÷ Col. 18.....	Proportion assigned to		
			Passenger service .....	Freight service .....			Passenger service .....	Freight service .....	
109 Terminal R. R. Assn. of St. L.	\$63,432	15.72	22.85	77.14	\$61,437	15.22	.94	99.06	
111 Terre Haute & Indianapolis ..	231,607	18.47	44.12	55.88	239,159	17.55	25.16	74.84	
113 Terre Haute & Peoria .....	91,159	25.41	32.84	67.16	55,907	15.58	31.23	68.77	
114 Toledo, Peoria & Western .....	177,593	23.99	39.78	60.22	89,181	10.56	25.04	74.96	
115 Toledo, St. L. & Kansas City...	74,946	14.24	25.63	74.37	69,162	13.14	19.53	80.47	
117 Wabash (2) .....	694,123	19.27	33.63	66.37	674,694	18.72	26.94	73.06	
120 Wabash, Chester & Western ..	33,487	48.19	54.69	46.31	5,752	8.28	38.91	61.09	
Totals .....	\$9,874,037	17.88	36.43	63.57	\$8,632,799	15.63	26.90	73.10	

<sup>(2)</sup> Estimated for State of Illinois.



in Illinois.—Continued.

A.—Operating Expenses.

10	11	12	13	14	15	16	17	18	19	20	21	
ABLE TO OPERATION.								SUMMARY OF OPERATING EXPENSES.				
CONDUCTING TRANSPORTATION.				GENERAL EXPENSES.				Proportion of operating expenses to operating income.....				
Amount.	Proportion to total operating expenses, 100×Col. 10÷Col. 10.....	Proportion assigned to		Amount.	Proportion to total operating expenses, 100×Col. 14÷Col. 18.....	Proportion assigned to		Total operating expenses. Cols. 2+6+10+14.	Proportion assigned to		Passenger service .....	Freight service .....
		Passenger service .....	Freight service .....			Passenger service .....	Freight service .....					
\$251,153	59.26	19.21	80.79	\$27,536	9.80	22.39	77.61	403,558	18.52	81.48	46.17	109
756,261	55.51	26.46	73.54	115,431	8.47	39.53	60.47	1,362,458	31.33	68.67	70.22	111
168,629	47.01	21.10	71.90	43,065	12.00	33.35	66.65	358,751	30.89	69.11	86.00	113
316,551	46.81	27.77	72.23	136,079	18.61	39.25	60.75	710,407	32.48	67.52	75.12	114
296,615	56.36	17.65	82.35	81,507	16.26	24.02	75.98	526,230	19.90	80.10	80.94	115
1,985,896	55.12	24.69	75.31	217,912	6.89	46.19	53.81	3,602,535	28.39	71.61	76.00	117
24,604	35.49	51.18	48.82	5,641	8.04	53.73	46.27	69,484	51.58	48.42	73.53	120
\$30,261,891	54.81	29.33	70.67	\$6,442,035	11.68	37.16	62.84	\$55,210,762	30.03	69.97	70.15	

TABLE V.—General Expenditures in Illinois—Continued.

## B.—Fixed Charges.

		22	23	24	25	26	
		EXPENDITURE ASSIGNABLE TO FIXED CHARGES.					
NAME OF COMPANY.							
		Amount Cols. 24+ 24+25+26.	Designation.				
			Interest.	Rents.	Taxes.	Miscellaneous.	
1	Atchison, Topeka & Santa Fe (1).....						1
2	Chicago, Santa Fe & California.....	\$838,127	\$528,480		\$99,436	\$210,211	2
3	Baltimore & Ohio (1).....						3
6	Baltimore & Ohio & Chicago.....	54,441	15,486		20,601	18,354	6
7	Belt Railway of Chicago.....	183,696	823	134,873	48,000		7
9	Chicago & Alton.....	915,918	601,488	105,750	208,680		9
10	Joliet & Chicago.....	750				750	10
11	Mississippi River Bridge.....	15,974				15,974	11
12	Chicago & Calumet Terminal.....	41,551	33,261		8,287		12
13	Chicago & Eastern Illinois.....	916,897	681,454	141,031	94,412		13
14	Chicago & Western Indiana.....	761,900	626,072			125,828	14
15	Evansville, Terre Haute & Chi.....	75,000	75,000				15
17	Chicago & Grand Trunk.....	346,515	78,723	186,582	76,691	4,546	17
18	Grand Trunk Junction.....	186,582	186,582				18
20	Chicago & Indiana State Line.....	28,676	16,067		3,974	8,635	20
21	Chicago & Northwestern.....	1,135,976	861,366		246,782	27,828	21
22	Chicago & Northern Pacific.....	1,343,202	1,302,676		40,526		22
23	Chicago & Ohio River.....	7,099	4,794		2,305		23
24	Chicago, Burlington & Northern.....	245,243	214,200		24,071	6,962	24
25	Chicago, Burlington & Quincy (2).....	2,229,971	1,611,631	85,079	367,776	166,085	25
26	Chicago & Iowa.....	179,373	160,000		19,373		26
27	Galesburg & Rio.....	16,554	14,628		1,926		27
28	Illinois Valley & Northern.....	78,976	69,792		9,184		28
30	Quincy, Alton & St. Louis.....	42,000	42,000				30
31	St. Louis, Rock Island & Chicago.....	226,038	175,000		51,038		31
32	Chicago, Milwaukee & St. Paul.....	512,035	425,201		116,834		32
33	Chicago, Rock Island & Pacific.....	301,247		125,000	176,247		33
34	Peoria & Bureau Valley.....	1,277				1,277	34
35	Chicago Great Western.....	76,918			30,046	46,872	35
38	Cleveland, Cincinnati, Chi. & St. L.....	796,687	657,188		132,807	6,692	38
39	Kankakee & Seneca.....	51,547	34,000		12,547		39
40	Peoria & Eastern.....	223,339	157,170		33,115	33,054	40
42	East St. Louis & Carondelet.....	33,527	14,000		3,417	16,210	42
43	East St. Louis Connecting.....	51,849	24,465		27,384		43
44	Electric City & Ill. (M., Ill. & St. L.).....	90,456	84,100		6,356		44
45	Elgin, Joliet & Eastern.....	290,523	258,517		32,006		45
46	Fulton County Narrow Gauge.....	35,648	33,880		1,768		46
48	Grand Tower & Cape Girardeau.....	20,138	18,375		1,763		48
49	Grand Tower & Carbondale.....	25,024	22,500		2,482	42	49
50	Illinois Central.....	1,788,407	903,434		707,688	171,285	50
51	Blue Island.....	5,000	5,000				51
52	Chicago, Hannan & Western.....	125,000	125,000				52
58	Rantoul.....	50,000	50,000				58
59	South Chicago.....	10,000	10,000				59
61	Indiana & Illinois Southern.....	4,372	481		3,891		61
62	Indianapolis, Decatur & Western.....	84,929	66,440		15,759	2,730	62
63	Indiana, Illinois & Iowa.....	40,062	23,375		10,550	137	63
64	Iowa Central.....	89,660	59,964	15,177	14,519		64
72	Lake Erie & Western.....	96,171	73,130		23,041		72
73	Lake Shore & Michigan Southern.....	142,765	33,521	6,044	103,200		73
74	Louisville & Nashville (1).....						74
75	Southeast & St. Louis.....	301,816	260,190			41,626	75
76	Louisville, Evansville & St. L., Con.....	277,306	210,375	37,257	29,674		76
77	Michigan Central.....	104,269	11,834	57,356	32,079		77
78	Joliet & Northern Indiana.....	57,000	57,000				78
79	Mobile & Ohio (1).....						79
80	St. Louis & Cairo.....	219,342	160,000	18,093	31,156	10,093	80
81	New York, Chicago & St. Louis.....	55,086	28,186	49	24,151	2,700	81
83	Northern Pacific (1).....						83
84	Wisconsin Central Lines.....	605,723		585,096	20,086	541	84
86	Ohio & Mississippi.....	723,836	630,335		93,501		86

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for State of Illinois.

TABLE V.—General Expenditures in Illinois—Continued.

## B.—Fixed Charges.

		22	23	24	25	26	
		EXPENDITURE ASSIGNABLE TO FIXED CHARGES.					
NAME OF COMPANY.		Designation.					
		Amount Cols. 23+ 24+25+26.					
			Interest.	Rents.	Taxes.	Miscel- laneous.	
87	Pawnee .....	\$212			\$212		87
88	Pennsylvania Co (1).....						88
89	Caumet River.....	3,250	\$3,250				89
90	Pittsburgh, Ft. W. & Chi. (O. & F.)	217,313		\$115,231	102,079		90
90	Pittsburgh, Ft. W. & Chicago (F.)	31,034	30,171			\$863	90
91	South Chi. & Southern (O. & F.)	23,609		20,601	3,008		91
91	South Chicago & Southern (F.)	6,350	6,350				91
93	Peoria, Decatur & Evansville.....	307,179	246,322	23,977	30,150	6,730	93
95	Pittsburgh, Cincinnati, Chi. & St. L.	158,675	61,396		91,429	5,850	95
96	Englewood Connecting (O. & F.)	2,477			2,477		96
98	Rock Island & Peoria.....	70,909	42,000		28,909		98
99	St. Louis, Alton & Terre Haute...	1,017,776	491,759	440,829	50,771	34,417	99
100	Belleville & Carondelet.....	29,100	29,100				100
101	Belleville & Eldorado.....	35,569	35,200			369	101
102	Belleville & Southern Illinois...	90,807	80,800			10,007	102
103	Chicago, St. Louis & Paducah...	70,773	70,000			773	103
104	St. Louis Southern.....	57,553	47,300	10,000		253	104
105	Carbondale & Shawneetown...	10,000	10,000				105
108	St. Louis & Peoria.....	15,085	14,521		564		108
109	Terminal Railroad Ass'n of St. L.	467,606	18,675	412,389	36,542		109
111	Terre Haute & Indianapolis (1).....						111
112	St. L., Vandalia & Terre Haute...	406,487	314,930		59,217	32,340	112
114	Toledo, Peoria & Western.....	234,505	197,950		36,555		114
115	Toledo, St. Louis & Kansas City..	191,693	162,000		29,693		115
117	Wabash (2).....	1,298,114	949,468	182,164	152,456	14,026	117
120	Wabash, Chester & Western.....	29,335	25,781		3,373	178	120
Total .....		\$21,986,849	\$14,593,563	\$2,702,531	\$3,656,467	\$1,034,238	

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for State of Illinois.

TABLE V.—General Expenditures in Illinois—Continued.

## C.—Summary of Operating Expenses and Fixed Charges.

	27	28	29	30	31	32	33	34	
	SUMMARY AND DEDUCTIONS.								
NAME OF COMPANY.	Total of operating expenses and fixed charges, Col. 18+22.	Proportion assignable to operation, 100X Col. 18÷Col. 27.	Proportion assignable to fixed charges, 100X Col. 22÷Col. 27.	Cost of carrying one passenger one mile, Cents.	Cost of carrying one freight train one mile, Dollars and cents.	Cost of running passenger train one mile, Dollars and cents.	Cost of running freight train one mile, Dollars and cents.	AV. cost per train mile of all trains earning revenue, dollars and cents.	
1 Atchison, Topeka & Santa Fe (1)									1
2 Chicago, Santa Fe & Cal. ....	\$2,532,323	66.90	33.10	1.687	.516	.367	.661	.614	2
3 Baltimore & Ohio (1) .....									3
4 Baltimore & Ohio & Chicago .....	226,104	75.92	24.08	1.423		.368		.964	4
5 Belt Railway of Chicago .....	765,584	76.0	23.96						5
6 Centralia & Chester .....	23,861	100.00							6
7 Chicago & Alton .....	4,733,166	80.65	19.35	1.446	.858	.550	.927	.855	7
8 Joliet & Chicago .....	750	100.00							8
9 Mississippi River Bridge .....	15,974	100.00							9
10 Chicago & Calumet Terminal .....	160,171	74.05	25.95						10
11 Chicago & Eastern Illinois .....	2,631,523	65.17	34.83	1.321	.771	.358	1.266	1.065	11
12 Chicago & Western Indiana .....	761,900	100.00							12
13 Evansville, Terre Haute & Chi.	75,000	100.00							13
14 Chicago & Grand Trunk .....	3,325,191	89.59	10.41	1.447	.822	.410	.943	.829	14
15 Grand Trunk Junction .....	186,582	100.00							15
16 Chicago & Indiana State Line .....	28,676	100.00							16
17 Chicago & Northwestern .....	4,095,594	72.21	27.76	1.659	.788	.657	.906	1.049	17
18 Chicago & Northern Pacific ..	1,595,673	15.82	84.18						18
19 Chicago & Ohio River .....	63,19	88.74	11.26	3.597		.997		.760	19
20 Chicago, Burlington & North'n	717,318	65.81	34.19					.903	20
21 Chicago, Burlington & Quincy (2)	7,678,059	71.16	28.81					.903	21
22 Chicago & Iowa .....	179,73	100.00							22
23 Galesburg & Rio .....	16,554	100.00							23
24 Illinois Valley & Northern .....	78,976	100.00							24
25 Quincy, Alton & St. Louis .....	42,000	100.00							25
26 St. Louis, Rock Island & Chi.	226,638	100.00							26
27 Chicago, Milwaukee & St. Paul ..	1,811,535	70.56	29.44	2.100	.814	.616	1.035	.932	27
28 Chicago, Rock Island & Pacific ..	4,082,419	92.62	7.38	1.974	.968	.712	.997	.986	28
29 Peoria & Bureau Valley .....	1,277	100.00							29
30 Chicago Great Western .....	1,416,691	94.49	5.51	3.142	.969	.655	1.179	1.114	30
31 Cleveland, Cin., Chi. & St. L.	3,649,499	78.18	21.82	2.076	.874	.501	1.010	.951	31
32 Kankakee & Seneca .....	127,467	59.56	40.44	5.053		.682		1.219	32
33 Peoria & Eastern .....	758,975	70.57	29.43	2.589	.811	.529	1.009	.935	33
34 East St. Louis & Carondelet ..	126,693	73.51	26.46						34
35 East St. Louis Connecting .....	188,451	72.48	27.52						35
36 Elec. City & I. L. Mad. Ill. & St. L.)	255,313	61.60	38.40						36
37 Elgin, Joliet & Eastern .....	874,376	66.77	33.23	2.014	1.717	.459	1.201	1.057	37
38 Fulton County Narrow Gauge ..	83,997	57.56	42.44	2.396	.606	1.392	1.111	.882	38
39 Grand Tower & Cape Girard'au ..	59,859	66.36	33.64	5.302	.633	.494	1.097	.633	39
40 Grand Tower & Carbondale ..	107,270	76.67	23.33	2.858	.753	.867	1.577	1.039	40
41 Illinois Central .....	8,966,465	80.05	19.95	1.381	.632	.498	.819	.742	41
42 Blue Island .....	5,000	100.00							42
43 Chicago, Havana & Western ..	125,000	100.00							43
44 Rantoul .....	50,000	100.00							44
45 South Chicago .....	10,000	100.00							45
46 Indiana & Illinois Southern .....	58,208	92.49	7.51	3.452	.426	2.337	1.173	.882	46
47 Indianapolis, Deatur & West'n ..	293,785	67.71	32.29	1.130	.726	.745	1.511	.964	47
48 Indiana, Illinois & Iowa .....	334,836	88.03	11.97	3.220	.399	.684	2.633	1.112	48
49 Iowa Central .....	398,082	79.23	20.77	3.135	.614	.661	.816	.777	49
50 Lake Erie & Western .....	429,122	77.11	22.89	2.151	.666	.356	.777	.709	50
51 Lake Shore & Michig'n South'n	464,982	69.30	30.70	1.028	.531	.589	2.653	1.111	51
52 Louisville & Nashville (1) .....									52
53 Louisville & Nashville (1) .....									53
54 Louisville & Nashville (1) .....									54
55 Louisville & Nashville (1) .....									55
56 Louisville & Nashville (1) .....									56
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70 Louisville & Nashville (1) .....									70
71 Louisville & Nashville (1) .....									71
72 Louisville & Nashville (1) .....									72
73 Louisville & Nashville (1) .....									73
74 Louisville & Nashville (1) .....									74
75 Southeast & St. Louis .....	1,003,799	69.93	30.07	1.628	.743	.569	1.087	.924	75

(1) Inserted to show relation of following subsidiary lines.

(2) Estimated for State of Illinois.

TABLE V.—General Expenditures in Illinois—Concluded.

C.—Summary of Operating Expenses and Fixed Charges.

	27	28	29	30	31	32	33	34
NAME OF COMPANY.	SUMMARY AND DEDUCTIONS.							
	Total of operating expenses and fixed charges, Col. 18+22	Proportion to operation, 10× Col. 18÷Col. 27	Proportion assignable to fixed charges, 100× Col. 22÷Col. 27	Cost of carrying one passenger one mile, <i>Cents</i>	Cost of running passenger train one mile, <i>Dollars and cents</i>	Cost of carrying one ton of freight one mile, <i>Cents</i>	Cost of running freight train one mile, <i>Dollars and cents</i>	Av. cost per train mile of all trains earning revenue, <i>Dollars and cents</i>
76 Louisville, Evansv. & St. L. Con.	680,216	59.23	40.77	2.580	.604	.655	1.021	.812
77 Michigan Central	550,328	81.05	18.95	1.769	1.005	.613	1.005	1.005
78 Joliet & Northern Indiana	57,000	100.00						
79 Mobile & Ohio <sup>(1)</sup>								
80 St. Louis & Cairo	837,801	73.82	26.18	2.520	.559	.528	.735	.681
81 New York, Chicago & St. Louis	246,821	77.08	22.32	1.610	.775	1.198	2.653	2.101
83 Northern Pacific <sup>(1)</sup>								
84 Wisconsin Central Lines	1,252,962	51.66	48.34	1.513	.834	.895	1.812	1.403
86 Ohio & Mississippi	2,029,204	64.37	25.63	1.827	.819	.636	.937	.881
87 Pawnee	8,507	97.51	2.49	1.536		.571		.465
88 Pennsylvania Co. <sup>(1)</sup>								
89 Calumet River	3,250	100.00						
90 Pittsburgh, Ft. W. & Chi. (O. & F.)	1,485,517	85.37	14.63	5.643	2.985	2.067	5.136	4.313
90 Pittsburgh, Ft. W. & Chi. (F.)	31,631	100.00						
91 South Chi. & Southern (O. & F.)	55,484	57.45	42.55	1.273	.682	.600	1.484	.904
91 South Chi. & Southern (F.)	6,350	100.00						
93 Peoria, Decatur & Evansville	712,705	56.88	43.12	1.861	.512	.709	1.151	.734
95 Pittsburgh, Cin. Chi. & St. L.	915,776	82.67	17.33	4.835	1.844	1.385	2.793	2.464
96 Englewood Connecting (O. & F.)	5,006	50.52	49.48					
98 Rock Island & Peoria	474,485	85.06	14.96	2.185	.929	.710	1.407	1.071
99 St. Louis, Alton & Terre Haute	1,970,656	48.43	51.57	1.869	.733	.576	1.461	1.143
100 Belleville & Carondelet	29,100	100.00						
101 Belleville & Eldorado	35,569	100.00						
102 Belleville & Southern Illinois	90,807	100.00						
103 Chicago, St. Louis & Paducah	70,773	100.00						
104 St. Louis Southern	57,553	100.00						
105 Carondelet & Shawneetown	10,000	100.00						
107 St. Louis & Eastern	358,751	100.00						
108 St. Louis & Peoria	31,783	56.63	43.37			1.280	2.249	2.249
109 Terminal Railroad Ass. of St. L.	871,164	46.32	53.68	3.370		6.238		
111 Terre Haute & Indianapolis	1,362,438	100.00		2.134	.565	.621	1.045	.826
112 St. Louis, Vandalia & Terre H.	406,487	100.00						
113 Terre Haute & Peoria								
114 Toledo, Peoria & Western	974,912	75.94	24.06	2.184	.801	1.213	1.179	.918
115 Toledo, St. Louis & Kansas City	717,923	74.29	25.71	2.320	.542	.566	1.012	.861
117 Wabash <sup>(2)</sup>	4,900,649	73.52	26.48	1.727	.636	.550	1.024	.873
120 Wabash, Chester & Western	98,819	70.31	29.69	2.833	.833	1.275	1.633	.735
Totals	\$77,197,511	71.51	28.48	2.386	.73686	.68291	1.00996	.90160

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.<sup>(2)</sup> Estimated for State of Illinois.





TABLE VII.—Classified Freight Traffic in Illinois in Tons, for year ending June 30, 1893.

NAME OF COMPANY.	PRODUCTS OF AGRICULTURE.										PRODUCTS OF ANIMALS.			
	Grain	Flour	Other mill products...	Hay	Tobacco	Cotton	Fruit and vegetables.	Live stock...	Dressed meats...	Other packing house products...	Poultry, game and fish	Wool	Hides and leather	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
1 Atchison, Topeka & Santa Fe Co. (1)	633,875	25,785		9,453	9,077		25	30,622	53,025		25,926	2,408	11,133	2,639
2 Chicago, Santa Fe & California														
3 Baltimore & Ohio (1)	81,967	49,787		11,323	1,630	845		1,839	66,926		149,738			
4 Chicago & Alton	328,310	43,906		25,325	25,325		22,496	10,861	172,019		1,853			
5 Chicago & Eastern Illinois	193,651	7,714		16,297	24,526	589	7,937	19,454	34,029		9,433	157		9
6 Chicago & Grand Trunk	210,437	27,473		39,757	707	2,954	7,913	74,350	21,745		14,885	1,185	1,937	13
7 Chicago & Northwestern	595,783	84,479		80,080	37,312	0,002	1,936	135,630	227,691		14,172	2,139	14,879	17
8 Chicago & Ohio River	37,637	327		4,458	35			228	12,458		2,498	5,488	11,582	21
9 Chicago, Milwaukee & St. Paul	109,701	25,782		9,372	9,084	1,762		17,422	36,516		3,816	309	1,768	23
10 Chicago, Rock Island & Pacific	846,802	83,326		56,318	71,696			45,537	311,835		58,526	3,978	11,816	32
11 Chicago, Great Western	382,033	113,638		19,474	3,451	153	2	8,461	76,561		1,806	719	7,350	35
12 Cleveland, Cincinnati, Chicago & St. L.	270,254	73,490		32,928	33,779	10,498	10,508	23,879	78,491		14,693	3,193	6,229	38
13 Kankakee & Seneca	51,692	37,331		7,107	1,836	2,493	1,982	2,618	4,049		1,968	193	1,401	39
14 Peoria & Eastern	121,298	15,804		11,363	2,714	1,465	4,015	11,644	4,660		440	326	745	40
15 Elgin, Joliet & Eastern	18,290	2,894		4,941	2,283			1,775	12			46		45
16 Elgin County Narrow Gauge	3,912	232		19	10	7		2,625	4			36	17	46
17 Grand Tower & Cape Girardeau	3,696	365		237	65		5	299	18			14		48
18 Grand Tower & Carbondale	3,697	367		275	143		5	310	18			15		49
19 Indianapolis, Decatur & Western	1,080,623	85,917		50,750	92,875	8,228	43,164	181,742	228,343		11,389	5,318	9,618	50
20 Indiana Central	72,821	472		782	1,093			7,015	305,682		6,968	6,294	33,039	62
21 Iowa Central	145,422	72,821		22,291	6,294		26,915	74,796	99,245		1,365	132	389	63
22 Lake Erie & Western	169,384	3,434		3,618	1,816		1,254	40,323	7,290		739	148	148	64
23 Lake Shore & Michigan Southern	294,227	44,583		61,372	5,509	1,827	2,770	70,366	77,254		40,046	4,714	19,377	72
24 Louisville & Nashville							1,743							74
25 Louisville & St. Louis	10,841	72,480			6,686	702	5,871	11,501	14,615					75
26 Louisville, Evansville & St. Louis, Consol.	73,081	12,124			1,099	2,515	2,935	2,976	7,645				1,542	76
27 Michigan Central	302,292	25,387		23,581	4,383	4,198	27,385	141,696	135,543		57,433	1,267	12,365	77
28 Mobile & Ohio (1)														79
29 St. Louis & Cairo	52,486						24,076	43,807	9,871					80



81	New York, Chicago & St. Louis.....	114,710	44,136	14,801	658	567	283	13,683	59,201	66,137	60,437	1,755	4,848	16,711	81
83	Northern Pacific 1)	20,611	32,665	11,942	1,180	2,962	.....	98,293	31,211	1,351	4,798	3,963	1,699	7,029	83
84	Wisconsin Central Lines.....	115,977	25,211	11,655	15,100	13,077	3,503	7,886	46,469	1,579	3,470	264	596	2,497	84
86	Ohio & Mississippi.....	7,010	80	.....	10	.....	.....	.....	1,000	.....	.....	.....	.....	.....	86
87	Pawnee.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	87
88	Pennsylvania Co. (1)	9,822	4,859	2,965	2,534	126	95	3,094	6,321	707	1,292	234	110	2,049	88
90	Pittsburgh, Ft. Wayne & Chicago.....	102	77	263	213	.....	.....	123	11	7	25	.....	18	1,213	90
91	South Chicago & Southern.....	188,785	11,099	.....	7,183	5,767	1,090	29,180	9,367	136	.....	1,149	.....	412	91
93	Peoria, Decatur & Evansville.....	16,715	4,358	3,691	2,765	514	1,719	3,792	5,781	3,939	1,727	264	209	1,323	93
95	Pittsburgh, Cincinnati, Chicago & St. L.....	129,839	10,280	6,660	8,707	.....	410	3,146	16,013	1,263	123	117	37	64	95
98	Rock Island & Peoria.....	82,551	52,890	11,794	11,652	378	12,710	23,198	18,833	12,376	1,523	536	150	614	98
99	St. Louis, Alton & Terre Haute.....	13,167	19,280	.....	369	.....	.....	31	3,767	.....	.....	.....	.....	2	99
106	St. Louis, Chicago & St. Paul.....	501,194	49,061	.....	25,930	.....	33,039	17,913	34,401	.....	35,561	.....	.....	106	
109	Terminal Railroad Association of St. L.....	98,275	31,049	17,707	17,062	5,710	52,329	21,398	48,816	7,561	9,739	693	1,659	12,433	109
111	Terre Haute & Indianapolis.....	171,312	11,731	12,836	11,336	411	.....	4,128	45,843	192	1,774	963	228	993	111
114	Toledo, Peoria & Western.....	137,881	11,382	10,916	15,832	423	4,800	5,549	11,948	1,308	2,893	472	550	.....	114
115	Toledo, St. Louis & Kansas City.....	485,072	50,271	35,368	13,387	2,962	17,018	57,148	161,800	34,749	21,311	.....	1,853	6,220	115
117	Wabash.....	10,941	11,329	3,106	217	.....	.....	27	388	.....	.....	.....	.....	.....	117
120	Wabash, Chester & Western.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	120
Total.....		8,439,672	1,358,149	622,909	481,756	82,434	299,654	1,056,842	2,801,751	852,618	695,363	137,389	55,156	196,850	

(1) Inserted to show relation of following subsidiary lines.

TABLE VII.—Classified Freight Traffic in Illinois, 1893—Concluded.

	NAME OF COMPANY.	15	16	17	18	19	20	21	22	23	24	25	26	27
		MANUFACTURES.												
		Oils .....	Sugar .....	Naval stores ..	Iron, pig and bloom .....	Iron and steel rails .....	Mach'nery, etc.	Bar and sheet metal.....	Cement, brick and lime .....	Agricultural implements..	Wagons, carriages, tools, etc .....	Wines, liquors, beers, etc....	Household goods and furniture.....	Title .....
1	Atchison, Topeka & Santa Fe <sup>(1)</sup>	26,948	10,076		10,696	17,168	21,007	16,150	69,185	19,916	16,578	12,650	11,978	
2	Chicago, Santa Fe & California .....													
5	Baltimore & Ohio <sup>(1)</sup>	96,671	32,111		91,171	15,518	115,261	62,791	10,985	3,012	4,563	8,619	169	
6	Baltimore & Ohio <sup>(2)</sup>				66,921	2,800	11,445	2,770	16,871	6,083		639	2,593	
9	Chicago & Alton .....	17,895	1,067		27,516	6,455	16,521	1,350	56,481	9,796	2,427	7,313	3,304	11,719
13	Chicago & Eastern Illinois .....	718	7,089		20,285	6,455	16,521	1,350	4,929	9,796	2,874	12,331	3,873	
17	Chicago & Grand Trunk .....	163,315	22,877		43,053	166,218	67,177	190,114	150,712	62,176	97,771	20,887	35,738	
21	Chicago & Northwestern .....				76									
32	Chicago & Ohio River .....				356	51	384			553	232		386	
33	Chicago, Milwaukee & St. Paul .....	9,437			8,078	2,581	10,896	1,324	19,572	5,621	1,867	20,611	2,280	
35	Chicago, Rock Island & Pacific .....	75,571	60,448			85,801	102,856	28,544	351,816	53,154	26,817	25,799	9,586	28,178
38	Chicago Great Western .....	20,972	3,902		1,587	4,761	11,851	1,592	7,724	5,605	3,135	2,191	2,197	
39	Cleveland, Cincinnati, Chicago & St. Louis .....	46,706	19,748		7,746	59,915	85,901	42,607	65,226	9,604	6,109	24,950	11,321	12,236
41	Kankakee & Seneca .....	882	41		684	6,323	105	15,843	9,331	5,973	8,226	3,538	928	
43	Peoria & Eastern .....	3,906	4,800		1,412	5,167	16,883	8,308	9,109	9,816	2,167	4,211	2,486	8,312
45	Elgin, Joliet & Eastern Gauge .....	1,462	39,891		27,649	60,970	7,444	4,178	8,220				896	1,144
46	Fulton County Narrow Gauge .....	128	115			87	38		357			6	78	130
48	Grand Tower & Cape Girardeau .....	587	127			916	515	12	97	53	451	4	396	48
49	Grand Tower & Cape Girardeau .....					1,268	531	38	724	54	450	11	356	49
50	Illinois Central .....	601	127			1,268	531	38	724	54	450	11	356	49
53	Indiana, Illinois & Iowa .....	87,333	41,269	22,766	53,882	12,573	77,177	76,886	161,717	19,961	11,820	42,304	33,139	53,830
61	Iowa Central .....	5,167	6,441	33	6,730	1,549	8,583	13,323	6,444	6,329	3,085	3,796	5,100	63
72	Lake Erie & Western .....	5,323	1,385		1,071	2,506	1,007	418	11,420	8,418	1,028	1,251	1,672	8,766
73	Lake Shore & Michigan Southern .....	32,677			25,251	3,711	25,251		19,749	3,874	9,874	3,404	9,874	72
74	Louisville & Nashville (1)	115,426	23,192		9,237	11,291	90,558	78,713	54,616	13,211	213,385	26,968	11,422	73
75	South-east & St. Louis .....													74
76	Louisville, Evansville & St. Louis, Consol.	2,131	2,616	515	8,017	22,563	973	1,398	9,109	1,611	4,061	5,632	1,583	75
77	Michigan Central .....	2,666	283		8,612	325	4,857	134	14,645	653	369	3,719	3,902	76
79	Mobile & Ohio <sup>(1)</sup>	22,238	28,186		12,564	559	19,855	10,854	8,269	13,311		14,060	16,411	30,973
81	New York, Chicago & St. Louis .....	58,300	16,327	1,074	16,098	1,431	20,214	25,289	16,275	4,485	1,330	13,551	133,592	79

31 Northern Pacific (1)	42,270	1,736	13,863	11,583	53,435	8,447	16,993	6,819	3,051	5,313	5,174	1,067	31
32 Wisconsin Central Lines	10,255	10	20,85	1,253	10,591	10,946	34,687	1,716	47,214	22,382	2,013	320	32
33 Ohio & Mississippi							70	35	15				33
34 Pawnee													34
35 Pennsylvania Co. (1)													35
36 Pittsburgh, Ft. Wayne & Chicago	5,668	767	14,523	2,317	3,296	14,353	12,602	484	230	1,054	983		36
37 South Chicago & Southern	15,123		13,583	131	1,351	5,773	122,813	23	1	850	251		37
38 Peoria, Decatur & Evansville	2,019	207	13,746	313	5,439	93	5,623	1,007	1,273	12,086	1,056	6,402	38
39 Pittsburgh, Cincinnati, Chicago & St. L.	3,133	1,470	6,366	3,413	4,277	8,201	12,590	1,178	2,407	2,373	879	25,758	39
40 Rock Island & Peoria	15,452	14	5,217	2,414	2,669	8,724	25,870	14,120	2,626	1,313	2,289		40
41 St. Louis, Alton & Terre Haute	15,638	4,800	81,077	18,905	13,148	31,602	17,504	2,010	3,207	9,204	2,747		41
42 St. Louis, Chicago & St. Paul	137	406		2,357	267		7,010	1,010		1	302		42
43 Terminal Railroad Assn. of St. Louis	76,666		164,079		28,881		58,131			4,649			43
44 Terre Haute & Indianapolis	14,099	1,534	16,761	13,121	17,358	40,606	47,883	12,380	14,667	16,586	4,876		44
45 Toledo, Peoria & Western	9,213	5,299	1,768	1,432	2,875	969	9,739	3,909	755	14,121	3,286	8,965	45
46 Toledo, St. Louis & Kansas City	10,716	3,124	1,240	2,447	15,415	3,588	9,370	1,681	570	1,006	1,260	352	46
47 Wabash	23,384	16,650	12,779	16,360	23,172		52,906	6,946	4,690	19,106	5,374		47
48 Wabash, Chester & Western	145		1,450		1,504		10,994	85	25	439	296		48
Totals	1,032,003	357,666	875,930	445,486	890,198	720,869	1,523,826	329,663	490,186	370,735	338,809	220,211	

(1) Inserted to show relation of following subsidiary lines.

TABLE VII.—Classified Freight Traffic in Illinois, 1893—Concluded.

NAME OF COMPANY.	PRODUCT OF MINES.										36	37	38			
	28	29	30	31	32	33	Salt .....		Products of forest .....	Merchandise.....				Ice .....	Miscellaneous...	Total tonnage Cols. 2 to 37 inclusive .....
							Anthra- cite coal.	Bitumin- ous coal.								
1 Atchison, Topeka & Santa Fe (1)	271,087			15,862	186,748	3,928	146,032	263,111				17,567	2,084,156			
2 Chicago, Santa Fe & California													1			
3 Baltimore & Ohio (1)	21,892	301,565	157,006	21,971	158,020	676	33,294	44,686				142,811	1,690,050			
6 Baltimore & Ohio & Chicago.....	12,476	1,084,312			158,376	4,250	122,695	204,837	126,350			928,954	2,555,801			
9 Chicago & Alton.....	9,327	1,533,236	10,097	6,068	96,861	6,442	278,102	61,776	5,689			82,559	3,388,493			
13 Chicago & Eastern Illinois.....	81,870	8,146		11,170	32,004	32,101	38,362	123,134				130,954	1,244,311			
17 Chicago & Grand Trunk.....	206,617	557,536	132,196	67,786	384,113	59,511	495,310	656,317	115,747			325,080	5,088,380			
21 Chicago & Northwestern.....	47	24,445			455		34,182	9,529				4,082	1,130,012			
23 Chicago & Ohio River.....												1,130,012	1,130,012			
25 Chicago, Burlington & Northern												2,300,826	2,300,826			
25 Chicago, Burlington & Quincy (2)	25,122	57,877	11,081	5,999	29,063	4,136	122,300	58,707	10,706			16,479	735,702			
33 Chicago, Milwaukee & St. Paul	135,179	350,017	12,671	61,727	297,167	31,076	253,317	506,589	1,720			13,251	3,985,447			
33 Chicago, Rock Island & Pacific.....	17,081	76,827	2,217	1,170	6,194	4,715	28,729	65,889	318			81,254	470,190			
35 Chicago Great Western.....	41,179	514,692	22,982	21,619	153,561	18,392	333,718	263,586	19,642			23,447	2,192,213			
38 Cleveland, Cincinnati Chicago & St. Louis	4,473	29,711	1,326	1,507	10,459	1,458	31,433	383,102	204			2,557	262,700			
40 Kanakake & Seneca.....	8,152	64,184	6,500	1,482	13,392	1,620	67,117	34,952	262			3,677	446,910			
45 Elgin, Joliet & Eastern.....	21,945	711,295	2,683	23,395	225,114	366	41,810	9,263	5,082			12,263	1,235,727			
46 Fulton County Narrow Gauge.....		134,836	739		1,466		1,658	962	67			638	38,763			
48 Grand Tower & Cape Girardeau.....		422,460	769		3,354		52,300	2,453				1,976	189,493			
49 Grand Tower & Carbondale.....		2,143,696	15,791	28,010	213,092	45,599	924,587	165,549	22,817			604,006	6,857,324			
50 Illinois Central.....	128,211											69,390	1,300,324			
61 Indiana & Illinois Southern.....		13,092			4,054	317	11,820	23,072					135,828			
62 Indianapolis, Decatur & Western.....	1,390	15,021	2,997	24,955	4,611		10,755	35,202				59,103	1,267,680			
63 Indiana, Illinois & Iowa.....	79,730	15,021			12,354	1,908	6,811	11,277	2,388			13,451	251,368			
64 Iowa Central.....	33,190	177,590	1,385		37,651	3,318	58,317					15,713	355,360			
72 La c Erie & Western.....	9,817	12,351	1,125		618,564	13,698	112,363	238,806	27,902			137,693	3,506,126			
73 Lake Shore & Michigan Southern	193,011	263,497	298,753	3,621												
74 Louisville & Nashville (1)																
75 Southeast & St. Louis.....	299,089			188	7,172	666	67,363	238				189,681	880,627			
76 Louisville, Evansville & St. Louis, Consol.	1,822	185,251	6,083		17,014		36,254	6,903	2,596			13,381	411,280			

77 Michigan Central.....	172,899	46,804	1,334	206	83,207	\$3,722	142,182	226,866	57,977	285,359	2,118,783	77
79 Mobile & Ohio <sup>(1)</sup> .....	.....	236,408	.....	.....	.....	.....	156,104	280,210	.....	2,800	805,882	79
80 St. Louis & Cairo.....	216,800	4,400	.....	20,532	36,847	10,148	122,372	52,248	.....	6,967	1,179,312	80
81 New York, Chicago & St. Louis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	81
83 Northern Pacific <sup>(1)</sup> .....	8,654	37,694	16,074	70	28,128	2,173	214,567	33,738	205,655	111,604	1,022,122	83
84 Wisconsin Centr'l Lines.....	4,771	404,468	6,572	465	30,494	.....	74,947	83,224	.....	70,166	1,083,709	84
86 Ohio & Mississippi.....	.....	3,000	.....	.....	.....	20	400	.....	.....	15	3,985	86
87 Pawnee.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	87
88 Pennsylvania Co <sup>(1)</sup> .....	5,578	46,054	33,846	38,071	23,608	1,624	15,848	34,490	.....	9,036	290,187	88
90 Pittsburgh, Ft. Wayne & Chicago.....	.....	4,007	1,265	2,488	112,501	.....	8,420	1,829	.....	42,819	322,984	90
91 South Chicago & Southern.....	3,337	75,514	1,167	.....	3,890	.....	122,097	11,689	.....	16,610	538,405	91
93 Peoria, Decatur & Evansville.....	9,730	59,555	10,269	3,792	19,597	1,451	23,293	5,318	.....	34,173	284,332	93
95 Pittsburgh, Cincinnati, Chicago & St. Louis.....	35,425	237,715	7,072	.....	3,567	1,043	70,806	40,089	2,428	22,118	659,461	95
98 Rock Island & Peoria.....	969	1,060,748	8,539	1,332	20,174	9,800	197,333	84,485	.....	48,510	2,656,076	98
99 St. Louis, Alton & Terre Haute.....	.....	44,070	.....	.....	7,010	621	9,422	19,053	.....	949	129,224	99
106 St. Louis, Chicago & St. Paul.....	.....	108,919	.....	.....	.....	.....	.....	967	.....	.....	109,886	106
108 St. Louis & Peoria.....	115,877	1,145,934	.....	18,519	166,448	.....	123,633	93,814	.....	434,069	3,467,775	108
109 Terminal Railroad Association of St. Louis.....	23,890	482,567	69,467	40,301	28,541	.....	173,371	90,818	.....	217,155	1,694,146	109
111 Terre Haute & Indianapolis.....	39,274	174,871	7,209	.....	13,689	2,871	98,351	22,077	.....	26,769	611,068	111
114 Toledo, Peoria & Western.....	23,651	48,262	3,021	94	6,974	3,214	53,493	32,968	.....	34,777	456,857	114
115 Toledo, St. Louis & Kansas City.....	42,599	531,750	14,854	6,976	59,045	.....	200,257	162,100	.....	274,886	2,345,402	115
117 Wabash.....	22	23,670	663	.....	8,335	.....	8,148	8,017	343	1,635	39,074	117
120 Wabash, Chester & Western.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	120
Total.....	2,423,235	13,521,402	867,595	427,407	3,289,283	322,401	5,104,406	4,144,655	607,897	8,008,729	63,457,859	

<sup>(1)</sup> Inserted to show relation of following subsidiary lines.

<sup>(2)</sup> Estimated for State of Illinois.

TABLE VIII.—*Number of Employés and Salaries, year*

1	2	3	4	5	6	7	8	9
NAME OF COMPANY.	In							
	General officers.	General office clerks.	Station agents.	Other station-men.	Engineers.	Firemen.	Conductors.	Other trainmen.
1 Atchison, Topeka & Santa Fe (1).....	.....	.....	.....	.....	.....	.....	.....	.....
2 Chicago, Santa Fe & California.....	14	.....	67	326	68	100	122	258
5 Baltimore & Ohio (1).....	.....	.....	.....	.....	.....	.....	.....	.....
6 Baltimore & Ohio & Chicago.....	.....	.....	7	184	12	12	12	24
7 Belt Railway of Chicago.....	.....	11	7	22	53	53	37	76
8 Centralia & Chester.....	1	.....	5	.....	2	2	2	2
9 Chicago & Alton.....	25	89	108	475	158	168	109	238
10 Joliet & Chicago.....	2	.....	.....	.....	.....	.....	.....	.....
11 Mississippi River Bridge.....	.....	.....	.....	.....	.....	.....	.....	.....
13 Chicago & Eastern Illinois.....	19	115	78	169	118	118	76	156
14 Chicago & Western Indiana.....	8	31	8	138	.....	.....	13	12
16 Chicago & Erie.....	.....	.....	.....	.....	.....	.....	.....	.....
17 Chicago & Grand Trunk.....	2	13	6	30	15	15	13	24
20 Chicago & Indiana State Line.....	5	1	.....	.....	.....	.....	.....	.....
21 Chicago & Northwestern.....	20	440	153	1,421	384	425	225	506
23 Chicago & Ohio River.....	10	2	18	1	2	2	2	4
24 Chicago, Burlington & Northern.....	.....	2	13	12	9	9	7	15
25 Chicago, Burlington & Quincy.....	14	492	248	1,169	514	507	336	800
32 Chicago, Milwaukee & St. Paul.....	4	25	52	70	63	64	49	99
33 Chicago, Rock Island & Pacific.....	11	327	50	653	169	164	92	233
34 Peoria & Bureau Valley.....	4	1	.....	.....	.....	.....	.....	.....
35 Chicago Great Western.....	3	30	30	98	48	47	31	63
38 Cleveland, Cincinnati, Chicago & St. L.....	34	523	116	279	136	135	123	268
39 Kankakee & Seneca.....	1	2	7	3	2	2	2	5
40 Peoria & Eastern.....	3	10	27	12	21	21	15	37
42 East St. Louis & Carondelet.....	5	1	.....	.....	5	5	5	10
43 East St. Louis Connecting.....	5	6	.....	7	12	12	11	.....
45 Elgin, Joliet & Eastern.....	6	36	23	29	35	35	27	54
46 Fulton County Narrow Gauge.....	3	1	6	.....	2	2	2	3
48 Grand Tower & Cape Girardeau.....	2	4	2	2	3	3	2	3
49 Grand Tower & Carbondale.....	2	4	2	2	4	4	2	4
50 Illinois Central.....	18	190	278	427	477	490	283	672
61 Indiana & Illinois Southern.....	1	.....	8	.....	6	8	5	10
62 Indianapolis, Decatur & Western.....	6	10	19	5	8	8	6	14
63 Indiana, Illinois & Iowa.....	9	50	11	38	20	21	15	42
64 Iowa Central.....	.....	.....	20	22	13	13	10	20
72 Lake Erie & Western.....	.....	.....	22	27	18	18	13	39
73 Lake Shore & Michigan Southern.....	2	21	7	616	53	53	4	6
74 Louisville & Nashville (1).....	.....	.....	.....	.....	.....	.....	.....	.....
75 Southeast & St. Louis.....	3	8	25	91	33	33	23	59
76 Louisville, Evansville & St. Louis, Con.....	.....	.....	21	19	21	23	32	80
77 Michigan Central.....	3	56	6	311	40	43	2	4
79 Mobile & Ohio (1).....	.....	.....	.....	.....	.....	.....	.....	.....
80 St. Louis & Cairo.....	5	25	26	36	40	40	23	51
81 New York, Chicago & St. Louis.....	.....	.....	2	43	22	22	3	3
83 Northern Pacific (1).....	.....	.....	.....	.....	.....	.....	.....	.....
84 Wisconsin Central Lines.....	12	51	17	93	11	11	9	19
86 Ohio & Mississippi.....	2	3	84	265	96	98	53	134
87 Pawnee.....	1	.....	2	.....	1	1	1	.....
88 Pennsylvania Co (1).....	.....	.....	.....	.....	.....	.....	.....	.....
90 Pittsburgh, Ft. Wayne & Chicago.....	1	9	22	383	51	68	41	85
91 South Chicago & Southern.....	.....	.....	1	1	2	2	3	3
93 Peoria, Decatur & Evansville.....	3	5	41	33	28	38	19	48
95 Pittsburgh, Cincinnati, Chicago & St. L.....	4	11	8	209	40	40	37	35
96 Englewood Connecting.....	.....	.....	.....	.....	.....	.....	.....	.....
98 Rock Island & Peoria.....	5	11	26	31	16	16	11	21
99 St. Louis, Alton & Terre Haute.....	11	59	44	132	47	49	37	81
106 St. Louis, Chicago & St. Paul.....	7	16	19	4	7	7	7	9
108 St. Louis & Peoria.....	1	.....	2	.....	2	2	1	2

(1) Inserted to show relation of following subsidiary lines.

## ending June 30, 1893—In Illinois and Whole Line.

10	11	12	13	14	15	16	17	18	19	20	21	22	
ILLINOIS.										WHOLE LINE.			
Machinists .....	Carpenters .....	Other shopmen.	Section foremen	Other trackmen.	Switchmen, flag-men.....	Telegraph operators and dispatchers.....	Employers, account floating equipment.....	All other employees and laborers.....	Grand total, cols 2 to 18, inclusive	Total yearly compensation..	Grand total.....	Total yearly compensation..	
18	9	289	67	910	170	37	.....	148	2,605	\$1,270,550 88	4,544	\$2,115,751 77	1
18	37	35	5	39	268	8	.....	215	876	507,655 07	2,387	1,362,624 62	2
19	9	52	6	46	16	17	.....	92	515	382,631 65	515	382,631 65	3
206	240	494	114	670	287	78	.....	143	14	7,650 00	14	7,650 00	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2,310,400 42	4,556	2,984,302 10	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	750 00	2	750 00	6
95	86	312	56	236	132	40	.....	417	2,218	1,496,549 88	2,216	1,755,179 52	7
27	35	.....	15	212	150	29	.....	11	689	495,602 67	689	495,602 67	8
27	17	15	8	36	23	10	.....	22	276	170,749 95	2,438	1,379,851 68	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2,752	2,752	1,707,499 48	10
325	728	1,159	154	1,176	781	142	.....	632	8,671	5,385,024 41	22,161	13,696,761 17	11
1	5	2	13	22	.....	2	.....	4	90	36,965 93	90	36,965 93	12
2	7	35	18	68	17	22	.....	7	243	142,588 20	1,341	845,624 64	13
549	619	1,857	270	1,756	783	241	.....	170	10,325	6,107,531 92	24,557	14,462,242 22	14
89	43	165	76	223	79	55	.....	307	1,413	875,152 44	23,560	14,585,874 09	15
416	223	433	73	948	431	49	.....	225	4,497	2,817,439 36	13,534	8,379,471 24	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	5	800 00	5	800 00	17
7	33	24	27	246	45	20	.....	74	825	570,531 84	3,719	2,514,393 36	18
123	175	162	100	390	139	110	.....	433	3,296	1,885,835 20	10,886	7,110,992 48	19
26	41	33	25	128	13	14	.....	53	53	25,780 92	53	25,780 92	20
.....	1	.....	2	26	5	1	.....	9	83	258,373 88	1,257	734,330 35	21
6	14	24	4	32	28	5	.....	10	172	115,820 45	172	115,820 45	22
19	16	118	24	150	56	21	.....	5	654	418,181 44	703	438,611 80	23
2	4	.....	8	24	.....	.....	.....	6	61	20,912 19	61	29,912 19	24
2	4	5	3	2	.....	.....	.....	5	51	25,579 03	51	25,579 03	25
3	6	7	4	14	4	.....	.....	9	95	53,031 57	95	53,031 57	26
269	445	1,233	266	1,766	548	190	.....	1,678	9,230	5,724,711 18	16,048	9,361,627 05	27
2	4	10	8	20	1	.....	.....	5	88	35,206 95	135	65,479 93	28
11	10	31	13	55	5	6	.....	4	215	120,945 10	427	231,797 07	29
2	30	20	15	116	13	7	.....	42	451	256,292 65	526	269,559 25	30
.....	35	14	54	8	8	9	.....	27	245	157,108 88	1,250	802,605 84	31
1	5	11	20	50	6	4	.....	21	246	144,583 98	2,203	1,346,416 82	32
31	70	28	15	198	200	29	.....	130	1,463	851,202 56	17,651	10,239,106 80	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
2	43	45	30	217	25	12	.....	56	735	398,764 40	1,371	726,384 60	35
8	12	26	25	154	33	10	.....	15	487	266,094 07	1,458	822,456 73	36
2	9	.....	10	4	160	15	.....	320	985	624,961 34	10,814	6,439,227 44	37
9	37	111	27	176	30	19	.....	44	720	441,579 77	720	441,579 77	38
64	97	143	4	29	69	7	.....	316	824	497,063 54	4,056	2,668,581 39	39
.....	5	1	8	28	17	8	.....	51	341	267,748 08	2,740	1,790,914 32	40
50	125	100	70	300	150	55	.....	100	1,685	948,454 95	3,306	1,816,995 73	41
.....	.....	.....	1	4	.....	.....	.....	1	12	4,883 62	12	4,883 62	42
12	93	340	10	272	195	19	.....	288	1,889	1,113,903 97	9,866	6,023,176 78	43
.....	.....	.....	2	10	1	3	.....	2	33	15,563 67	33	15,563 67	44
30	40	70	27	88	16	13	.....	3	502	280,873 51	594	317,528 28	45
12	15	37	13	123	270	18	.....	150	1,022	640,756 35	12,340	7,642,600 05	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	966 45	2	966 45	47
14	14	34	20	99	11	5	.....	47	381	239,659 70	381	239,659 70	48
70	107	167	46	426	77	28	.....	16	1,397	637,546 32	1,397	637,546 32	49
10	14	17	12	84	2	5	.....	62	282	144,561 58	282	144,561 58	50
.....	.....	.....	2	12	.....	.....	.....	2	26	14,835 00	26	14,835 00	51

TABLE VIII.—*Number of Employés and Salaries, year end-*

	1	2	3	4	5	6	7	8	9
	NAME OF COMPANY.	IN							
		General officers.	General office clerks.....	Station agents..	Other station-men.....	Engineers.....	Firemen.....	Conductors .....	Other trainmen..
109	Terminal Railroad Association of St. L....	.....	.....	.....	153	43	45	12	12
111	Terre Haute & Indianapolis .....	6	30	27	239	69	73	56	148
112	St. Louis, Vandalia & Terre Haute.....	4	.....	.....	.....	.....	.....	.....	.....
113	Terre Haute & Peoria .....	7	9	34	9	12	12	10	20
114	Toledo, Peoria & Western.....	5	25	44	43	30	30	24	53
115	Toledo, St. Louis & Kansas City.....	1	.....	36	58	31	35	19	48
117	Wabash .....	11	95	120	305	172	180	105	236
120	Wabash, Chester & Western.....	2	2	11	1	3	3	3	5
	Total .....	336	2,852	2,008	8,703	3,246	3,387	2,182	4,844



## ing June 30, 1893—In Illinois and Whole Line—Concluded.

10	11	12	13	14	15	16	17	18	19	20	21	22
ILLINOIS.											WHOLE LINE.	
Machinists.....	Carpenters .....	Other shopmen..	Section foremen	Other trackmen.	Swiftheven, flagmen and watchmen.....	Telegraph operators and dispatchers.....	Employees, account floating equipment .....	All other employees and laborers.....	Grand total, cols. 2 to 18, inclusive	Total yearly compensation..	Grand total.....	Total yearly compensation..
18 36	23 29	41 128	15 33	75 224	121 63	..... 62	..... .....	207 123	765 1,346	\$4,510,878 00 746,650 37	1,538 1,346	\$9,392,066 00 746,650 37
.....	.....	.....	.....	.....	.....	.....	.....	.....	4	100 00	4	100 00
13	12	11	23	46	9	8	.....	20	255	134,319 18	255	134,319 18
14	25	52	41	150	8	32	.....	92	668	409,503 83	668	409,503 83
21	19	96	25	132	29	19	13	37	619	314,459 57	2,084	1,128,754 46
168	107	429	107	487	209	102	.....	213	3,046	2,040,478 01	9,139	6,121,434 04
.....	8	1	8	35	.....	.....	.....	8	90	43,893 66	90	43,893 66
2,797	3,742	8,442	1,988	12,845	5,768	1,583	63	7,079	71,884	\$47,519,037 27	225,452	\$145,494,113 65



64 Iowa Central.....	1 47	1 82	3 99	2 27	3 00	1 70	.....	1 90	1 65	1 28	2 28	1 89	.....	2 02	64
65 Wellsburg Bridge.....	1 80	1 52	4 03	2 20	3 12	2 00	3 45	1 87	1 40	1 22	1 58	1 73	.....	1 90	65
72 Lake Erie & Western.....	2 65	1 65	2 80	1 73	3 70	1 74	1 85	1 68	1 86	1 27	2 52	2 31	.....	1 60	72
73 Lake Shore & Michigan Southern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 60	73
74 Louisville & Nashville (4).....	1 55	1 62	4 31	2 24	3 87	2 00	2 73	1 61	1 50	1 05	2 60	1 66	.....	1 14	74
75 Southeast & St. St. Louis.....	1 34	1 24	3 50	2 43	3 43	2 17	2 20	1 37	1 46	1 14	2 13	1 37	.....	1 08	75
76 Louisville, Evansville & St. Louis.....	3 16	1 50	2 83	1 60	2 97	1 40	2 40	.....	1 67	2 00	2 64	2 89	.....	1 60	76
77 Michigan Central.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 60	77
78 Mobile & Ohio (4).....	2 35	1 71	3 71	1 96	3 20	1 95	2 36	1 61	1 53	1 17	2 31	1 71	.....	1 35	78
80 St. Louis & Cairo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 30	80
81 National Stock Yards (East St. Louis).....	4 24	1 53	3 43	2 11	4 51	2 65	2 24	2 04	1 76	1 31	2 35	2 04	.....	1 56	81
83 New York, Chicago & St. Louis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 56	83
84 Northern Pacific (4).....	1 87	1 86	4 36	2 59	3 07	1 72	.....	1 63	1 30	1 20	1 70	1 67	.....	2 03	84
86 Wisconsin Central Lines.....	2 16	1 16	3 22	1 74	2 68	1 82	2 03	1 55	1 30	1 15	1 21	1 67	.....	1 42	86
86 Ohio & Mississippi.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 25	87
87 Pawnee.....	1 53	.....	2 30	1 34	96	.....	.....	1 82	1 82	1 10	.....	.....	.....	1 25	87
88 Pennsylvania Co. (4).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 25	88
90 Pittsburgh, Ft. Wayne & Chicago.....	2 69	3 63	1 96	2 16	2 77	2 47	2 82	1 66	1 76	1 37	1 16	1 86	.....	1 50	90
91 South Chicago & Southern.....	.....	.....	3 52	2 06	2 95	2 00	.....	1 46	1 21	1 36	1 43	.....	.....	1 03	91
93 Peoria, Decatur & Evansville.....	1 84	1 48	1 00	3 55	3 03	2 07	2 02	1 11	1 53	1 10	1 83	1 96	.....	65	93
95 Pittsburgh, Cincinnati, Chicago & St. L.....	2 91	1 83	3 33	1 99	3 33	2 15	2 02	1 69	1 88	1 38	1 68	1 70	.....	1 95	95
96 Englewood Connecting.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 95	96
98 Rock Island & Peoria.....	2 15	1 87	3 17	1 80	2 75	1 62	2 59	1 76	1 54	1 24	1 64	1 92	.....	1 58	98
99 St. Louis, Alton & Terre Haute.....	2 26	1 31	1 57	3 44	1 76	1 82	1 99	1 89	1 59	1 25	2 34	1 75	.....	2 05	99
100 St. Louis, Chicago & St. Paul.....	2 11	1 05	1 60	3 20	1 86	1 80	2 10	1 61	1 80	1 31	1 15	1 69	.....	1 57	100
108 St. Louis & Peoria.....	1 65	.....	3 00	1 70	1 90	.....	.....	1 91	1 25	.....	.....	.....	.....	1 57	106
109 Terminal Railroad Association of St. L.....	.....	.....	1 78	3 58	1 99	2 77	2 60	2 19	2 96	1 46	2 37	.....	.....	1 90	108
110 Terre Haute & Indianapolis.....	2 10	1 53	3 42	2 14	1 55	1 01	2 33	2 27	1 58	1 22	2 24	1 48	.....	1 81	111
112 St. Louis, Vandalia & Terre Haute.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 81	112
113 Terre Haute & Peoria.....	2 40	1 29	3 59	1 86	2 81	1 47	1 59	1 62	1 34	1 53	1 65	1 59	.....	1 20	113
114 Toledo, Peoria & Western.....	2 19	2 63	1 67	3 81	2 09	1 89	2 68	2 27	1 87	1 74	1 19	1 74	.....	1 67	114
115 Toledo, St. Louis & Kansas City.....	4 11	1 30	1 37	3 94	3 33	2 02	1 95	1 51	1 51	1 42	1 29	1 86	.....	1 23	115
117 Wabash.....	2 67	1 91	1 78	4 06	2 29	3 51	2 21	1 71	1 82	1 24	2 37	2 05	.....	2 58	117
120 Wabash, Chester & Western.....	4 31	2 68	1 41	1 00	3 70	2 80	1 63	1 67	1 50	1 52	1 10	1 52	.....	1 42	120
Average.....	\$9 33	\$2 42	\$1 95	\$2 03	\$3 01	\$1 93	\$2 30	\$1 72	\$1 05	\$1 27	\$1 81	\$1 83	.....	\$1 93	

(b) Inserted to show relation of following subsidiary lines.

TABLE X.—Description of Equipment, Whole Line, for year ending June 30, 1893.

1.		LOCOMOTIVES.											CARS IN PASSENGER SERVICE.										
NAME OF COMPANY.		Passenger ....	Freight.....	Switching .....	Total. Cols. 2+3+4.....	Equipped with train brake ...	Fitted with automatic coupler .....	First class passenger cars ..	Second class passenger cars.....	Combination passenger cars.....	Emigrant cars	Dining cars....	Parlor cars....	Sleeping cars..	Baggage express and postal cars...	Others.....	Total. Cols. 8+9+10+11+12+13+14+15+16.	Equipped with train brake...	Fitted with automatic coupler .....				
1	Atchison, Topeka & Santa Fe <sup>(1)</sup> .....	14	2	3	17	17	1	4	1	1	1	1	1	1	1	1	4	4	4				
2	Chicago, Santa Fe & California.....	1	2	3	3	3	1	1	1	1	1	1	1	1	1	1	4	4	4				
3	Centralia & Chester.....	50	155	41	246	198	98	98	1	1	1	4	1	1	40	2	144	144	144				
4	Chicago & Alton.....	3	9	8	20	20	1	1	1	1	1	1	1	1	1	1	144	144	144				
12	Chicago & Calumet Terminal.....	38	80	20	138	88	77	77	8	10	2	2	2	2	21	3	121	121	121				
13	Chicago & Eastern Illinois.....	16	23	3	34	34	37	37	5	3	11	2	2	2	19	4	60	60	60				
14	Chicago & Western Indiana.....	23	51	20	94	87	37	37	5	3	11	2	2	2	163	39	798	798	798				
15	Chicago & Erie.....	23	51	20	94	87	37	37	5	3	11	2	2	2	163	39	798	798	798				
16	Chicago & Grand Trunk.....	23	51	20	94	87	37	37	5	3	11	2	2	2	163	39	798	798	798				
17	Chicago & Northwestern.....	195	325	178	898	853	478	478	28	61	9	17	17	17	105	51	105	105	105				
21	Chicago & Northern Pacific.....	13	3	11	24	24	41	41	1	13	2	2	2	2	10	1	37	37	37				
22	Chicago & Ohio River.....	12	38	8	58	58	20	20	3	2	2	2	2	2	10	1	37	37	37				
23	Chicago, Burlington & Northern.....	92	349	106	547	547	319	319	25	25	9	9	9	9	114	8	479	479	479				
24	Chicago, Burlington & Quincy.....	6	7	1	14	14	13	13	1	1	1	1	1	1	5	1	11	11	11				
25	Chicago & Iowa.....	10	17	3	30	30	4	4	1	1	1	1	1	1	7	1	20	20	20				
31	St. Louis, Rock Island & Chicago.....	225	474	308	797	606	360	360	35	31	8	16	16	16	264	2	738	732	732				
32	Chicago, Milwaukee & St. Paul.....	153	304	107	564	444	160	160	52	47	9	13	13	13	92	5	462	458	457				
33	Chicago, Rock Island & Pacific.....	23	58	16	97	97	16	16	18	9	3	3	3	3	15	9	55	55	55				
35	Chicago Great Western.....	127	233	90	450	338	191	191	85	33	5	9	9	9	95	418	418	418	418				
36	Chicago, St. Paul & Kansas City.....	17	35	7	59	59	12	12	15	1	1	1	1	1	15	1	42	42	42				
38	Cleveland, Cincinnati, Chi. & St. Louis.....	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10				
40	East St. Louis & Carondelet.....	1	32	9	42	37	1	1	4	1	1	1	1	1	1	1	4	4	4				
42	East St. Louis Connecting.....	1	32	9	42	37	1	1	4	1	1	1	1	1	1	1	4	4	4				
43	Electric City & Ill. (N., Ill. & St. Louis).....	1	32	9	42	37	1	1	4	1	1	1	1	1	1	1	4	4	4				
44	Elgin, Joliet & Eastern.....	1	32	9	42	37	1	1	4	1	1	1	1	1	1	1	4	4	4				
45	Fulton County Narrow Gauge.....	3	5	10	19	19	4	4	1	1	1	1	1	1	1	1	3	3	3				
46	Grand Tower & Carbondale.....	145	356	108	609	434	321	321	61	6	2	2	2	2	125	127	640	613	613				
49	Illinois Central.....	1	4	4	10	10	4	4	1	1	1	1	1	1	1	1	4	4	4				
50	Indianapolis, Decatur & Western.....	1	4	4	10	10	4	4	1	1	1	1	1	1	1	1	4	4	4				
61	Indianapolis, Decatur & Western.....	1	4	4	10	10	4	4	1	1	1	1	1	1	1	1	4	4	4				
62	Indianapolis, Decatur & Western.....	1	4	4	10	10	4	4	1	1	1	1	1	1	1	1	4	4	4				

68	Indiana, Illinois & Iowa.....	17	7	24	231	16	2	11	2	3	2	30	63
69	Iowa Central.....	46	7	66	52	33	6	20	17	18	6	83	64
70	Kelthsburg Bridge.....	13				231	17	40	13	108	7	436	65
71	Lake Erie & Western.....	30	24	120	73	159	20	20	17	3	18	83	72
72	Lake Shore & Michigan Southern	135	305	586	290	231	17	40	13	108	7	436	73
73	Louisville & Nashville (1)	15	15	27	5	9	7	24	5	10	1	49	74
74	Louisville & St. Louis.....	15	28	32	47	24	5	24	5	10	1	49	75
75	Louisville, Evansville & St. L., Con.	136	234	59	425	317	35	170	52	98	356	356	76
76	Michigan Central.....	4	7	3	14	6	3	1	2	4	1	15	77
77	Mobile & Ohio (1)												78
78	St. Louis & Cairo.....	26	98	14	138	99	1	1	2	14	2	57	79
79	National Stock Yards (East St. L.).....	35	94	20	149	42	22	10	4	33	2	132	80
80	Northern Pacific (1)	32	50	18	100	22	54	13	4	33	3	103	81
81	Ohio & Mississippi.....	1	1	1	1	1	1	1	1	1	1	1	82
82	Pennsylvania Co. (1)	68	194	56	318	68	155	52	12	88	88	307	83
83	Pittsburgh, Ft. Wayne & Chicago.....	8	20	2	30	9	12	3	3	1	19	19	84
84	Peoria, Decatur & Evansville.....	109	255	58	452	117	218	15	3	120	4	360	85
85	Pittsburgh, Cincinnati, Chi. & St. Louis	9	9	9	9	3	3	1	1	1	1	1	86
86	Quincy, Omaha & Kansas City.....	3	13	3	19	3	8	10	1	9	9	33	87
87	Rock Island & Peoria.....	6	22	11	39	39	9	10	1	3	3	33	88
88	St. Louis, Alton & Terre Haute.....	11	2	13	13	6	4	4	1	5	1	16	89
89	St. Louis, Chicago & St. Paul.....	2	2	2	2	2	2	2	1	1	1	1	90
90	St. Louis & Peoria.....	28	16	7	51	40	14	9	8	13	6	40	91
91	Terminal Railroad Association of St. L.	8	9	1	18	12	4	2	2	13	12	40	92
92	Terre Haute & Indianapolis.....	10	29	3	42	24	12	5	5	8	1	26	93
93	Terre Haute & Peoria.....	20	31	10	61	34	9	4	2	8	1	24	94
94	Toledo, Peoria & Western.....	108	230	88	426	327	159	3	5	100	7	317	95
95	Wabash, St. Louis & Kansas City.....	2	2	4	8	3	3	2	2	5	46	5	96
96	Wabash, Chester & Western.....	1,492	4,661	1,464	8,117	6,588	668	3,111	547	137	1,671	287	97
97	Total.....	1,492	4,661	1,464	8,117	6,588	668	3,111	547	137	1,671	287	98
98													99
99													100
100													101
101													102
102													103
103													104
104													105
105													106
106													107
107													108
108													109
109													110
110													111
111													112
112													113
113													114
114													115
115													116
116													117
117													118
118													119
119													120
120													121

(1) Inserted to show relation of following subsidiary lines.

TABLE X.—Description of Equipment, Whole Line, for year ending June 30, 1893.

NAME OF COMPANY.	CARS IN FREIGHT SERVICE.										CARS IN COMPANY SERVICE.						
	20	21	22	23	24	25	26	27	28	29	Gravel cars....	Derrick cars...	Caboose cars...	Others.....	Total—Cols. 30 +31+32+33....	Equipped with train brake...	Fitted with au- tomatic coupler.
	Box cars.....	Flat cars.....	Stock cars.....	Coal cars.....	Tank cars.....	Refrigerator cars.....	Others.....	Total—Cols. 20 +21+22+23+ 24+25+26.....	Equipped with train brake...	Fitted with au- tomatic coupler.							
1 Atchison, Topeka & Santa Fe <sup>(1)</sup> .....	849	139		783				1,771	53		250	4	121	8	383	75	
2 Chicago, Santa Fe & California.....																	
3 Chicago, Santa Fe & California.....																	
4 Baltimore & Ohio <sup>(1)</sup> .....	361							394									
5 Baltimore & Ohio & Chicago.....																	
6 Baltimore & Ohio & Chicago.....																	
7 Belt Rail way of Chicago.....																	
8 Centralia & Chester.....	2							16									
9 Chicago & Alton.....	3,177	561	1,818	1,407		130		7,123	503	920	92	3	112	13	220		
10 Chicago & Calumet Terminal.....								231									
11 Chicago & Eastern Illinois.....	1,921	304	269	6,123		23		8,643	1,300	1,400	16	3	61	22	136	66	62
12 Chicago & Eastern Illinois.....																	
13 Chicago & Eastern Illinois.....																	
14 Chicago & Western Indiana.....																	
15 Chicago & Erie.....	117	363	7	107				594		95							
16 Chicago & Grand Trunk.....	148	145	15					371	142								
17 Chicago & Grand Trunk.....	16,709	2,576	2,331	2,950		329	4,053	28,939	10,528	10,513							
18 Chicago & Northwestern.....																	
19 Chicago & Ohio River.....	6																
20 Chicago, Burlington & Northern.....	2,450	100	300	500				3,350	171	171							
21 Chicago, Burlington & Northern.....	14,443	1,432	3,013	2,919		356		22,193	6,702	6,065							
22 Chicago, Burlington & Quincy.....	10,225	2,411	2,052					200	15	15							
23 Chicago & Iowa.....	152	130	91	261				871									
24 Chicago, Rock Island & Chicago.....	386																
25 Chicago, Rock Island & Chicago.....	18,011	5,231	2,763					26,567	6,157	8,826	279	10	446	51	786	3	174
26 Chicago, Rock Island & Chicago.....	10,225	2,411	2,052					14,813	5,884	10,835		6	290	145	441	183	33
27 Chicago, Rock Island & Chicago.....																	
28 Chicago, Rock Island & Chicago.....																	
29 Chicago, Rock Island & Chicago.....																	
30 Chicago, S. Paul & Kansas City.....	1,531	249	449	349		11		2,531									
31 Chicago, S. Paul & Kansas City.....	10,223	2,413	2,054	1,779		393		15,060	2,870	6,566	410	13	206	135	761	2	36
32 Cleveland, Cincinnati, Chicago & St. Louis.....	948	243	43	233		36		1,503	20								
33 Peoria & Eastern.....																	
34 Peoria & Eastern.....																	
35 East St. Louis & Carondelet.....																	
36 East St. Louis & Carondelet.....																	
37 East St. Louis & Carondelet.....																	
38 Electric City & Ill. Madison, Ill. & St. L.).....																	
39 Electric City & Eastern.....																	
40 Fulton County Narrow Gauge.....																	
41 Fulton County Narrow Gauge.....																	
42 Fulton County Narrow Gauge.....																	
43 Fulton County Narrow Gauge.....																	
44 Fulton County Narrow Gauge.....																	
45 Fulton County Narrow Gauge.....																	
46 Fulton County Narrow Gauge.....																	
47 Fulton County Narrow Gauge.....																	
48 Fulton County Narrow Gauge.....																	
49 Illinois Central.....	9,089	999	1,194	4,896		520		16,698	2,743	2,420	109	9	298	77	493		

61	Indiana & Illinois Southern .....	1	100	101	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028	1029	1030	1031	1032	1033	1034	1035	1036	1037	1038	1039	1040	1041	1042	1043	1044	1045	1046	1047	1048	1049	1050	1051	1052	1053	1054	1055	1056	1057	1058	1059	1060	1061	1062	1063	1064	1065	1066	1067	1068	1069	1070	1071	1072	1073	1074	1075	1076	1077	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	1089	1090	1091	1092	1093	1094	1095	1096	1097	1098	1099	1100	1101	1102	1103	1104	1105	1106	1107	1108	1109	1110	1111	1112	1113	1114	1115	1116	1117	1118	1119	1120	1121	1122	1123	1124	1125	1126	1127	1128	1129	1130	1131	1132	1133	1134	1135	1136	1137	1138	1139	1140	1141	1142	1143	1144	1145	1146	1147	1148	1149	1150	1151	1152	1153	1154	1155	1156	1157	1158	1159	1160	1161	1162	1163	1164	1165	1166	1167	1168	1169	1170	1171	1172	1173	1174	1175	1176	1177	1178	1179	1180	1181	1182	1183	1184	1185	1186	1187	1188	1189	1190	1191	1192	1193	1194	1195	1196	1197	1198	1199	1200	1201	1202	1203	1204	1205	1206	1207	1208	1209	1210	1211	1212	1213	1214	1215	1216	1217	1218	121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Table X.—Description of Equipment—Whole Line—for year ending June 30, 1893.—Concluded.

NAME OF COMPANY.										
37	38	39	40	41	42	43	44	45	46	
CARS CONTRIBUTED TO FAST FREIGHT LINE SERVICE.			Total cars owned. Cols. 17+27+34+37.....	LOCOMOTIVES AND CARS LEASED.			Grand total cars and locomotives owned, Cols. 5+40 .....	Grand total cars and locomotives owned, equipped with train brake. Cols. 6+18+28 +34+38.....	Grand total cars and locomotives owned, fitted with automatic coupler. Cols. 7+19+ 29+36+39.....	
Number.....	Equipped with train brake..	Fitted with automatic coupler.....		Number.....	Equipped with train brake..	Fitted with automatic coupler.....				
Atchison, Topeka & Santa Fe (1)	316		2,158				2,175	149		1,200
Chicago, Santa Fe & California..			364				364			200
Baltimore & Ohio (1)			6	161	37		6			1,583
Baltimore & Ohio & Chicago..			20				23			148
Belt Railway of Chicago.....			7,803				8,019			211
Centralia & Chester.....			234				254			129
Chicago & Alton.....		135	8,900				9,638			268
Chicago & Calumet Terminal..			29				23			908
Chicago & Eastern Illinois.....			713				807			7,393
Chicago & Western Indiana..			428	1,457	116		559			9,709
Chicago & Erie.....			30,393	2,175	49		31,291			11,475
Chicago & Grand Trunk.....			105	4	4		129			35
Chicago & Northwestern.....			8				11			24
Chicago & Northern Pacific..			3,577				3,635			21
Chicago & Ohio River.....			22,948				23,495			25
Chicago, Burlington & Northern.			229				237			26
Chicago, Burlington & Quincy			908				938			27
Chicago & Iowa.....			28,277				29,074			31
St. Louis, Rock Island & Chi.	186		16,328				16,892			32
Chicago, Milwaukee & St. Paul.			100				100			33
Chicago, Rock Island & Pacific			2,768	2,113	73		2,865			34
Chicago Great Western.....			18,428	2,100			18,578			35
Chicago, St. Paul & Kansas City.			1,608	200			1,667			36
Cleveland, Cinclin., Chi. & St. L.	2,186	109	28				34			37
Peoria and Eastern.....			30				30			38
East St. Louis & Carondelet....			28				28			39
East St. Louis Connecting.....			28				28			40
Electric City & Ill.(M., Ill. & St. L.)			2	16	16		2			41
Elgin, Joliet & Eastern.....			2,027	600	600		2,069			42
Fulton County Narrow Gauge..			172				177			43
Grand Tower & Carbondale.....			272				282			44



50	Illinois Central	17,831	18,440	3,356	3,033	50
51	Indiana & Illinois Southern	167	112	7	2	61
52	Indianapolis, Decatur & Western	732	810	36	18	62
53	Indiana, Illinois & Iowa	193	217	23	63	63
54	Iowa Central	2,255	2,321	85	748	64
55	Keithsburg Bridge					65
56	Lake Erie & Western	472	5,877	186	83	72
57	Lake Shore & Michigan South'n	4,286	21,882	4,355	6,125	73
58	Litchfield Belt	649				74
59	Louisville & Nashville (1)					75
60	Louisville & St. Louis	586	613	20	14	76
61	Southeast & St. Louis	2,437	2,489	96	49	77
62	Louisville, Evansville & St. L. Con.	14,116	14,545	2,859	3,659	77
63	Michigan Central	1,028				79
64	Mobile & Ohio (1)					80
65	St. Louis & Cairo	444	523	77	41	80
66	National Stock Yards (East St. L.)			2		81
67	New York, Chicago & St. Louis	353		996	2,404	81
68	Northern Pacific (1)	6,779	6,917	305	2,404	83
69	Wisconsin Central Lines (1)	6,827	6,976	84	2,208	84
70	Ohio & Mississippi	2,380	2,480	86	125	87
71	Pawnee	6	7	88		87
72	Pennsylvania Co. (1)					88
73	Pittsburgh, Ft. Wayne & Chi.	10,240	10,558	2734	2,556	94
74	Peoria, Decatur & Evansville	1,822	1,862	58	19	95
75	Pittsburgh, Cincinnati & St. L.	8,448	8,900	2,879	2,778	95
76	Quincy, Omaha & Kansas City (1)	140	149	14		97
77	Rock Island & Peoria	459	478	201	117	98
78	St. Louis, Alton & Terre Haute	1,958	1,997	72	33	99
79	St. Louis, Chicago & St. Paul	2,236	2,249	701	1,066	106
80	St. Louis & Peoria	201	203	8		108
81	Terminal R. R. Assn. of St. Louis	36	65	35		109
82	Terre Haute & Indianapolis (1)	2,306	2,357	672	40	111
83	Terre Haute & Peoria	518	536	24	12	113
84	Toledo, Peoria & Western	883	935	114	26	114
85	Toledo, St. Louis & Western	1,575	1,636	73	24	115
86	Wabash	13,429	13,855	1,166	1,326	117
87	Wabash, Chester & Western	102	106	8	5	120
88	Total	275,053	283,170	64,767	781,697	



	Chicago, Burlington & Quincy	138.45	663.84	5,404.58	370.503	8,000	180	93.11	39.99	410.98	126.25	209.26	3.66	12.14	25
25	Chicago & Iowa	101.94	81.15	14,283	3,000	8,000	20	10.33		101.94	1.00				26
26	Galesburg & Rio	12.93		3,043	3,000	3,000	3	2.07		10.35	1.00				27
27	Illinois Valley & Northern	58.75		6,308	2,640	2,640	11	1.83		19.52	24.28	12.35			28
28	Illinois Western	1.25			2,640	2,640	1	1.83				1.83			29
29	Quincy, Alton & St. Louis	34.72	11.37		3,640	3,640		3.51	1.02	2.41	41.63				30
30	St. Louis, Rock Island & Chicago	14.49	269.21	81.45	114,145	3,000	63	139.90		119.85	39.21	32.04	41.89	13.36	31
31	Chicago, Milwaukee & St. Paul	10.85	307.25	2,463.70	101,736	2,640	120	253.95		2.32	10.50	17.00	31.31		32
32	Chicago, Rock Island & Pacific	181.48	7,100.00	88,376	2,640	2,640	37	11.00		146.48	16.00		3.00	13.06	33
33	Peoria & Bureau Valley	46.70			2,640	2,640									34
34	Chicago Great Western		35.67	55,310	3,000	3,000	34	15.73		118.00		13.00			35
35	Chicago, St. Paul & Kansas City				3,633	3,633									36
36	Cleveland, Cincinnati, Chicago & St. Louis	479.23	3,785.00	211,960	3,633	3,633	103	79.00	5.00	287.00	11.00	176.00			38
37	Kankakee & Seneca	25.58		15,430	3,633	3,633	12					42.08			39
38	Peoria & Eastern	122.50	522.00	56,133	3,633	3,633	26			116.50		6.00			40
39	DePue, Ladd & Eastern	3.50								3.50					41
40	East St. Louis & Eastern	8.79			2,640	2,640	2					12.01			42
41	East St. Louis & Carondelet	3.36	95.06	8,839	2,640	2,640				3.36					43
42	Electric City & Eastern	2.00			3,000	3,000	31	6.00		159.20					44
43	Electric City & Madison (Madison, Ill. & St. Louis)	139.20	490.00	9,257	3,000	3,000	6					61.00			45
44	Elgin, Joliet & Eastern	28.80		19,107	2,700	2,700	8		3.00	14.20		3.60			46
45	Fulton Co. Narrow Gauge	26.20		9,756	2,640	2,640	8		6.00	20.20			8.00		48
46	Grand Tower & Cape Girardeau	705.50	4,131.70	371,599	2,950	2,950	185	86.58	395.04	174.07	17.08	118.71			50
47	Grand Tower & Carbondale	3.96			3,000	3,000	7	3.66		3.96					51
48	Illinois Central	46.67	84.95		3,000	3,000	31	116.52		131.62					52
49	Chicago, Havana & Western	139.99			3,000	3,000	42	20.06	3.00	126.36		10.63			53
50	Chicago, Madison & Northern	111.47			3,000	3,000	32	18.81	10.23	43.08	4.99	53.17			54
51	Dunleith & Springfield														55
52	Dunleith & Dubuque Bridge														56
53	Kankakee & Southwestern	37.73	93.53		3,000	3,000	37	11.31	38.77	28.69		63.80			57
54	Mound City	2.87			3,000	3,000	22	61.42			2.87				58
55	Bantou	13.23	52.98		3,000	3,000	9			4.76		66.21			59
56	South Chicago		4.76		3,000	3,000		5.52							60
57	St. Charles Air Line														61
58	Indiana & Illinois Southern	56.00			3,610	3,610	8	35.40		70			3.70		62
59	Indiana & Illinois Southern				3,000	3,000	11	5.00		33.25		38.28			63
60	Indiana, Desatur & Western	75.76	98.84		2,910	2,910	17		1.98	9.08		43.50			64
61	Indiana, Illinois & Iowa	68.92	563.21		2,800	2,800	20			1.60			8.84		65
62	Iowa Central	88.40			37,263	2,800	17	2.67		3.32		76.87			66
63	Knoxville Bridge	1.10													67
64	Lake Erie & Western	118.00			38,153	2,700	25	10.84		27.80	1.40	89.40			68
65	Lake Shore & Michigan Southern	14.02			10,270	2,640	12	31		7.63	6.30				69
66	Louisville & Nashville														70
67	Louisville & Nashville														71
68	Louisville & Nashville														72
69	Louisville & Nashville														73
70	Louisville & Nashville														74
71	Louisville & Nashville														75
72	Louisville & Nashville														76
73	Louisville & Nashville														77
74	Louisville & Nashville														78
75	Louisville & Nashville														79
76	Louisville & Nashville														80
77	Louisville & Nashville														81
78	Louisville & Nashville														82
79	Louisville & Nashville														83
80	Louisville & Nashville														84

(1) Inserted to show relation of following subsidiary lines.

(2) Operated by Chicago Great Western.

Table XI.—*Rails, Ties, Stations, Ballast, Bridges, Trestles, Overhead Crossings, etc., in Illinois, for year ending June 30, 1893—Continued*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
NAME OF COMPANY.	RAILS.			TIES.		BALLAST.								
	IRON.	STEEL.		Number relaid during year	Average number per mile									
		Number of miles—main line and branches	Tons relaid during year			Miles of stone	Miles of gravel	Miles of cinders	Miles of earth	Miles of slag	Miles of sand			
81 New York & Chicago & St. Louis (1).....					3,882	3,000	3	2.75		9.96				81
82 Chicago & State Line.....														82
83 Northern Pacific (1).....														83
84 Wisconsin Central Lines.....					95,490	3,000	15			48.65				84
85 Chicago & Wisconsin.....					227,484	3,000	72			77.00				85
86 Ohio & Mississippi.....	6.00	369.52	2,156.00			2,640	5	42.00			210.52			86
87 Pawnee.....	4.00	5.00									9.00			87
88 Pennsylvania Company (1).....														88
89 Calumet River.....						2,816		4.43					4.43	89
90 Pittsburgh, Ft. Wayne & Chicago.....					13,014	2,816	10	9.40		1.57				90
91 South Chicago & Southern.....					51	2,816	2	1.30		3.20				91
92 Peoria, Decatur & Evansville.....					46,883	2,770	48	6.00		5.00			1.05	92
93 Pittsburg, Cincinnati, Chicago & St. Louis.....					55,065	2,800	12	5.44		21.22				93
94 Englewood Connecting.....					1,013	2,800		2.55					1.96	94
95 Rock Island & Peoria.....					31,811	2,800	24						1.93	95
96 St. Louis, Alton & Terra Haute.....					13,006	2,800	5	13.30		108.00		5.00		96
97 Belleville & Carondelet.....					6,323	2,800	3				.65		.75	97
98 Belleville & Eldorado.....					16,251	2,800	10				17.30			98
99 Belleville & Southern Illinois.....						2,800	9							99
100 Chicago, St. Louis & Paducah.....					15,205	3,000	13	12.19		4.50		37.71	2.00	100
101 St. Louis Southern.....						3,000	14	9.00		7.70				101
102 Carbondale & Shawnee-town.....						2,800								102
103 St. Louis, Chicago & St. Paul.....						2,800	25	13.00						103
104 St. Louis, Chicago & St. Paul.....						2,800								104
105 St. Louis, Chicago & St. Paul.....						2,800								105
106 St. Louis, Chicago & St. Paul.....						2,800								106

107	St. Louis & Eastern .....	12.00	.....	2,700	.....	2	10.00	.....	.....	.....	.....	12.00	.....	107
108	St. Louis & Peoria.....	14.67	.....	2,600	.....	.....	.....	.....	.....	.....	.....	14.00	.....	108
109	Terminal Railroad Association of St. Louis .....	.67	.....	.....	.....	.....	.....	.....	.....	.....	.....	.67	.....	109
110	St. Louis Bridge .....	.85	60.22	5,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	110
111	Terre Haute & Indianapolis <sup>(1)</sup> .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	111
112	St. L., Vandalia & Terre Haute.....	158.30	875.08	59,836	.....	32	48.30	38.20	119.60	.....	.....	.50	.....	112
113	Terre Haute & Peoria.....	137.60	32.15	60,970	2,900	.....	.....	.....	.....	.....	.....	.....	.....	113
114	Toledo, Peoria & Western.....	224.10	625.80	58,632	2,800	52	69.35	.....	.....	.....	.....	221.10	.....	114
115	Toledo, St. Louis & Kansas City.....	179.49	60.00	10,813	2,640	39	39.50	108.23	.....	.....	.....	54.82	.....	115
116	Union Stock Yard & Transf. ....	8.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	116
117	Chicago Union Transfer Railway .....	15.36	3,532.00	264,901	3,000	185	260.70	41.70	285.70	131.70	.....	197.00	.....	117
118	Wabash.....	11.89	219.20	37,475	2,700	17	.....	.....	.....	.....	.....	64.83	.....	118
119	Wabash, Chester & Western.....	1.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	119
120	Totals.....	621.50	9,693.29	41,929.35	.....	2,409	1,417.41	1,310.38	4,157.78	730.00	3,169.28	.....	.....	120
													135.64	108.17

(1) Inserted to show relation of following subsidiary lines.



83	Chicago, Rock Island & Pacific.....	26	96	8	2	8,132.00	81	3,990.00	5		4	1	33
35	Chicago Great Western <sup>(a)</sup> .....	5	16	12	12	1,715.00	186	19,251.00	11	1	3		35
38	Cleveland, Cincinnati, Chicago & St. L.	1	5			6,904.20	497	44,500.00					38
39	Kankakee & Seneca.....		4			2,352.00	26	2,588.00	1				39
40	Peoria & Eastern.....					910.00	74	2,853.00	1				40
42	East St. Louis & Carondelet.....						3	273.00	1				42
43	East St. Louis Connecting.....						3	273.00	1				43
45	Elgin, Joliet & Eastern.....	23	9			2,632.00	161	27,208.00	2	2	2		45
46	Fulton County Narrow Gauge.....			3		350.00	88	10,135.00					46
48	Grand Tower & Cape Girardeau.....			2		380.00	21	1,875.00					48
49	Grand Tower & Carbondale.....			2		500.00	14	3,334.00					49
50	Illinois Central.....	608	25	1		15,832.00	803	17,798.00	3	24	1	2	50
51	Blue Island.....						1	42.00					51
52	Chicago, Havana & Western.....	2	2			457.00	298	10,689.00					52
53	Chicago, Madison & Northern.....	10	3			4,348.00	200	15,203.00		30	2		53
54	Chicago & Springfield.....	1	2			537.00	120	6,612.00					54
55	Duane & Dubuque Bridge.....		1			880.00							55
56	Kankakee & Southwestern.....	2	1			359.00	226	12,855.00					56
58	Rantoul.....						77	3,679.00					58
59	South Chicago.....						3	60.00					59
61	Indiana & Illinois Southern.....					956.10	105	6,307.00					61
62	Indianapolis, Decatur & Western.....	1		8		2,020.00	197	15,396.00	6				62
63	Indiana, Illinois & Iowa.....			1		416.00	69	4,549.00		1			63
64	Iowa Central.....		3			1,248.00	108	16,097.00	3				64
72	Lake Erie & Western.....		3	1		409.00	138	15,389.00					72
73	Lake Shore & Michigan Southern.....		1			165.00	1	145.00	2				73
74	Louisville & Nashville <sup>(a)</sup> .....												74
75	Southeast & St. Louis.....	1		2		614.00	159	14,716.00	2				75
76	Louisville, Evansville & St. Louis, Con.	3	2	3		1,292.00	239	18,562.00	6		1		76
77	Michigan Central.....		1	1		396.00							77
78	Mobile & Ohio <sup>(a)</sup> .....		15			551.00	15	551.00					78
79	Mobile & Northern Indiana.....												79
80	St. Louis & Cairo.....					982.00	267						80
81	New York, Chicago & St. Louis <sup>(a)</sup> .....		8										81
82	Chicago & State Line.....					140.00	7	175.00					82
83	Northern Pacific <sup>(a)</sup> .....	1											83
84	Wisconsin Central Lines <sup>(a)</sup> .....												84
85	Chicago & Wisconsin.....	2	1			519.60	51	2,833.00					85
86	Ohio & Mississippi.....	6	3			1,522.60	232	37,557.00	1				86
87	Pawnee.....						3	600.00					87
88	Pennsylvania Co. <sup>(a)</sup> .....												88
89	Calumet River.....		1	1		56.04	1	548.00					89
90	Pittsburgh, Ft. Wayne & Chicago.....		1			435.60	2	230.00					90
91	South Chicago & Southern.....		2			229.50	3	285.00	7				91
93	Peoria, Decatur & Evansville.....		3			802.00	284	24,585.00					93
95	Pittsburgh, Cincinnati, Chi. & St. L.		3			380.00	3	392.40	7				95
96	Englewood Connecting.....												96
98	Rock Island & Peoria.....		3	97	4	9,917.00							98

(a) Inserted to show relation of following subsidiary lines.

(a) Included in "Wooden Bridges."

(a) Operating the C., St. P. &amp; K. C.

TABLE XI.—*Rails, Ties, Stations, Ballast, Bridges, Trestles, Overhead Crossings, etc., in Illinois—Concluded.*

NAME OF COMPANY.	15	16	17	18	19	20	21	22	23	24	25	26	27	28
	BRIDGES.					TRESTLES.		OVERHEAD HIGHWAY CROSSING.			OVERHEAD RAILWAY CROSSINGS.			No. of grade highway crossings.....
	No. of stone.....	No. of iron .....	No. of wooden ....	No. of combina- tion .....	Aggregate length in feet .....	Number .....	Aggregate length in feet .....	No. of bridges ....	No. of conduits ...	No. of trestles ....	No. of bridges ....	No. of conduits ...	No. of trestles ....	
99 St. Louis, Alton & Terre Haute.....		1			57.00	24	2,135.00							37
100 Belleville & Caronde et .....						24	2,135.00							100
101 Belleville & Efforado .....						95	9,010.00							43
102 Belleville & Southern Illinois .....		1			260.00	55	3,312.00							101
103 Chicago, St. Louis & Paducah.....		1	15		929.00	88	9,065.00							55
104 St. Louis Southern .....				3	345.00	66	9,991.00							102
105 Carbondale & Shawneetown.....														40
106 St. Louis, Chicago & St. Paul.....				3	325.00	200	12,000.00	4						104
107 St. Louis & Peoria .....			22		2,916.00			2						105
108 Terminal Railroad Association of St. L.	1	3	4		1,719.11	1	1,852.04							7
109 St. Lou Bridge.....					2,107.48	1	1,852.00							108
110 Terre Haute & Indianapolis.....														109
111 Terre Haute, Vandalia & Terre Haute .....					1,128.80	70	9,500.00							111
112 St. Louis, Vandalia & Terre Haute .....		1	4						9					111
113 Toledo, Peoria & Peoria .....		2			319.00	190	13,976.00	1						112
114 Toledo, Peoria & Western .....	5	36	30	1	3,619.10	242	13,427.30							113
115 Toledo, St. Louis & Kansas City .....		2	8		1,199.06	150	28,949.62	6						106
116 Wabash .....		35	14		10,279.30	1,314	58,501.00			1				202
117 Wabash .....	14	4			250.00	102	9,680.00							115
118 Wabash, Chester & Western .....														117
119 Total .....	786	799	2,075	56	293,456.47	9,045	670,137.32	159	10	131	29	4	25	33
														120
														10,593



TABLE XII.—Consumption of Fuel by Locomotives in Tons, in Illinois, for year ending June 30, 1893.

1	NAME OF COMPANY.	PASSENGER.					FREIGHT.							13
		Coal—Tons.	WOOD—CORDS		Total fuel consumed—Tons.	Miles run.	Av. pounds consumed per mile.	Coal—Tons.	WOOD—CORDS		Total fuel consumed—Tons.	Miles run.	Average pounds consumed per mile.	
			Hard.	Soft.					Hard.	Soft.				
1	Archison, Topeka & Santa Fe (1)	50,250	1,194		51,046	1,044,972	101.00	106,781	2,538		108,473	1,844,835	117.00	1
2	Chicago, Santa Fe & California.....													2
3	Baltimore & Ohio (1)	41,860		266	41,933	1,291,811	65.78	111,916		825	112,328	1,687,351	133.14	5
4	Chicago & Alton.....	61,899	1,430		62,832	1,672,914	75.14	131,756	2,328		133,308	2,735,218	97.90	9
5	Chicago & Eastern Illinois.....	29,246	539		29,665	721,658	82.04	85,856	1,817		87,067	1,431,583	121.30	13
6	Grand Trunk Junction.....	4,800			4,800	143,022	67.12	10,818			10,818	218,771	99.17	18
7	Chicago & Northwestern.....	113,722	1,143	2,288	115,628	3,084,391	75.00	292,925	1,674	3,638	295,800	3,697,578	111.35	21
8	Chicago & Ohio River.....	749	39		775	29,159	76.88	1,934	84		1,990	50,558	78.25	23
9	Chicago, Milwaukee & St. Paul.....	18,662		463	18,893	508,169	71.25	38,816		962	39,297	1,012,582	77.62	32
10	Chicago, Rock Island & Pacific.....	47,915	1,116		48,739	1,356,610	71.85	104,192	1,865		105,315	2,473,524	85.00	33
11	Chicago Great Western.....	36,319	305		36,522	975,961	87.89	51,111			51,626	834,160	123.19	35
12	Cleveland, Cincinnati, Chi. & St. L.....	49,650	450	96	49,995	1,249,962	80.00	103,663	630	124	104,145	1,750,341	119.00	38
13	Kaukauee & Seneca.....	573			581	16,596	70.00	1,898			1,820	46,672	78.00	39
14	Peoria & Eastern.....	10,129	25		10,279	247,721	82.90	22,482	915	1	22,679	326,240	130.03	40
15	Elgin, Joint & Eastern.....	1,612	33		1,528	33,297	91.80	46,527	574		46,814	596,819	165.18	45
16	Fulton County Narrow Gauge.....	771	30		791	25,179	71.00	1,101	30		1,121	29,558	76.00	46
17	Grand Tower & Cape Girardeau.....	900			900	25,179	71.00	3,100			3,070	37,545	110.00	48
18	Grand Tower & Carbonate.....	800			800	24,755	71.00	3,100			3,070	37,545	110.00	48
19	Illinois Central.....	150,588	4,803		153,700	3,977,015	77.31	376,660	9,601		383,060	5,702,110	134.60	49
20	Indiana & Illinois Southern.....	732			732	3,977,015	77.31	376,660			383,060	5,702,110	134.60	49
21	Indiana, Decatur & Western.....	3,836			3,836	147,913	51.81	3,278			3,278	33,768	191.10	50
22	Indiana, Illinois & Iowa.....							4,461			4,461	39,986	89.23	63
23	Iowa Central.....	3,438	118		3,530	127,510	55.37	15,379	91		15,440	392,524	8.85	63
24	Lake Erie & Western.....	4,038	226		4,299	210,192	40.95	12,921	218		13,066	318,323	82.09	64
25	Lake Shore & Michigan Southern.....	7,804	76		7,855	249,288	71.61	15,330	295		15,436	271,426	112.49	72
26	Louisville & Nashville (1)							3,702	18		3,714	83,716	88.72	73
27	Louisville & Nashville (1)													74
28	Southwestern & St. Louis.....	11,504	130		11,269	273,414	82.43	29,846		31	29,999	486,287	123.38	75
29	Louisville & St. Louis.....	13,879	12		13,855	250,814	100.72	13,510		11	13,516	246,352	169.84	76
30	Michigan Central.....	6,697			6,697	186,816	74.06	15,347			15,327	237,328	129.16	79
31	Mobile & Ohio (1)			122										80
32	St. Louis & Cairo.....	5,783			5,794	279,314	61.49	31,211		608	31,548	629,017	100.31	81
33	New York, Chicago & St. Louis.....	816	11		823	26,570	61.24	4,632	34		4,654	64,412	144.52	81

TABLE XII.—Consumption of Fuel by Locomotives in Tons, in Illinois.—Concluded.

NAME OF COMPANY.	PASSENGER.						FREIGHT.					
	WOOD—CORDS			Total fuel consumed—Tons.			WOOD—CORDS			Total fuel consumed—Tons.		
	Coal—Tons.	Hard.	Soft.	Miles run.			Hard.	Soft.	Miles run.			Average pounds consumed per mile.
1	2	3	4	5	6	7	8	9	10	11	12	13
83 Northern Pacific (1)	9,513	221		9,661	197,218	97.75	16,325	324		16,541	275,631	120.29
84 Wisconsin Central Lines.....	18,906	191		19,034	705,128	54.00	40,123	463		40,435	775,876	104.00
86 Ohio & Mississippi.....	130	11		137	4,455	61.20	390			412	13,365	61.60
87 Pawnee.....												
88 Pennsylvania Co (1).....	3,508	68		3,553	112,618	63.00	9,945	162		10,653	181,377	110.85
89 Pittsburg, Ft. W. & Chicago.....	870	18	11	882	25,495	69.16	591	9	7	597	9,763	122.35
91 South Chicago & Southern.....	7,787	198		7,919	214,409	53.70	18,530	256		18,701	350,728	106.64
93 Peoria, Decatur & Evansville.....	3,876	54		3,913	106,611	73.40	11,555	120		11,335	200,623	112.99
95 Pittsburg, Cincinnati, Chi. & St. L.....	2,600	99		2,666	129,914	41.01	12,782	207		12,920	246,968	104.63
98 Rock Island & Peoria.....	11,019	270		11,199	314,332	65.04	38,558	594		38,354	713,845	109.12
99 St. Louis, Alton & Terre Haute.....							985			985	15,024	132.00
108 St. Louis & Peoria.....	26,170	900		26,770	755,467	70.80	44,325	1,500		45,325	885,368	101.20
111 Terre Haute & Indianapolis.....	4,360	150		4,460	152,536	58.40	8,306	350		8,541	106,121	102.08
113 Terre Haute & Peoria.....	7,812		332	8,008	329,367	48.63	27,625		532	27,594	656,589	84.97
114 Toledo, Peoria & Western.....	8,167			8,167	198,405	84.45	27,007			27,007	413,348	132.61
115 Toledo, St. Louis & Kansas City.....	56,479	1,035		57,516	1,027,504	70.00	148,127	1,817		149,974	2,817,350	106.00
117 Wabash (2).....	1,417			1,417	50,739	57.03	1,783			1,783	43,752	81.50
120 Wabash, Chester & Western.....												
Total.....	826,246	14,973	2,720	833,281	22,487,489	69.01	1,960,298	28,685	6,799	1,983,480	35,130,029	109.65

(1) Inserted to show relation of following subsidiary lines.



Table XII.—Consumption of Fuel by

NAME OF COMPANY.	14	15	16	17	18	19
	SWITCHING.					
	COAL— TONS.	WOOD—CORDS		Total fuel con- sumed— tons.	Miles run.	AV. pounds consumed per mile.
		Hard.	Soft.			
1 Atch., Topeka & Santa Fe (1).....						
2 Chi., Santa Fe & California.....	27,369	694		27,832	840,465	66.00
5 Baltimore & Ohio (1).....						
6 Baltimore & Ohio & Chi.....	25,551			25,551	790,822	86.39
7 Belt Railway of Chicago.....	43,625	389		43,884	1,283,952	68.28
9 Chicago & Alton.....	31,244	898		31,833	1,049,393	60.69
13 Chicago & Eastern Illinois.....	34,676	300		34,876	567,508	122.91
17 Chicago & Grand Trunk.....	2,932			2,932	113,782	51.54
21 Chicago & Northwestern.....	82,633	1,071	2,250	84,472	2,893,722	58.38
23 Chicago & Ohio River.....	256			256	6,517	78.56
24 Chi., Burlington & Northern (2).....						
32 Chi., Milwaukee & St. Paul.....	14,183		352	14,359	333,278	86.17
33 Chi., Rock Island & Pacific.....	39,418	1,402		40,352	1,813,352	41.51
35 Chicago Great Western.....	12,984	291		13,177	363,057	72.59
38 Cleveland, Cin., Chi. & St. L.....	27,242	360	80	27,522	809,457	68.00
39 Kankakee & Seneca.....						
40 Peoria & Eastern.....	5,675	83		5,730	94,515	121.25
42 East St. Louis & Carondelet.....	4,769	150		5,069	192,000	52.80
45 Elgin, Joliet & Eastern.....	8,529	188		8,623	240,916	71.58
46 Fulton County Narrow Gauge.....						
48 Gr'd Tow'r & Cape Girardeau.....						
49 Grand Tower & Carbondale.....						
50 Illinois Central.....	89,712	2,616		91,456	3,012,050	60.73
61 Indiana & Illinois Southern.....						
62 Indianap., Decatur & West'n.....	1,998			1,998	62,120	64.33
63 Indiana, Illinois & Iowa.....	3,946	13		3,954	150,399	52.58
64 Iowa Central.....	2,630	44		2,659	64,434	82.54
65 Keithsburg Bridge.....						
72 Lake Erie & Western.....	2,698	124		2,781	115,626	48.10
73 Lake Shore & Mich. Southern.....	26,328	318		26,540	1,031,712	51.44
74 Louisville & Nashville (2).....						
75 Southeast & St. Louis.....	8,916		81	8,956	323,871	55.31
76 Louisv., Evansv. & St. L., Con.....	5,416		4	5,418	94,450	114.73
77 Michigan Central.....	12,720			12,720	988,428	27.11
79 Mobile & Ohio (1).....						
80 St. Louis & Cairo.....	4,109			4,109	249,405	32.95
81 New York, Chicago & St. L.....	11,043	392		11,244	433,400	51.29
83 Northern Pacific (2).....						
84 Wisconsin Central Lines.....	709	21		722	17,605	82.04
86 Ohio & Mississippi.....	5,730	46		5,759	459,788	25.00
87 Pawnee.....	20			20	450	88.80
88 Pennsylvania Co. (1).....						
90 Pitts'gh, Ft. W. & C. (O. & F.).....	2,714	40		2,741	94,369	58.08
91 S. Chi. & Southern (O. & F.).....						
93 Peoria, Decatur & Evansville.....	1,864	33		1,886	85,628	44.05
95 Pittsburgh, Cin., Chi. & St. L.....	2,744	72		2,793	80,661	69.24
98 Rock Island & Peoria.....	1,471	27		1,489	88,090	33.81
99 St. L., Alton & Terre Haute.....	11,239	308		11,444	378,542	60.46
108 St. Louis & Peoria.....						
109 Terminal R.R. Assn. of St. L.....	16,640	151		16,867	604,480	55.80
111 Terre Haute & Indianapolis.....	6,095	480		6,415	225,032	57.00
113 Terre Haute & Peoria.....	422	40		448	16,916	52.90
114 Toledo, Peoria & Western.....						
115 Toledo, St. L. & Kansas City.....	4,685			4,685	178,937	52.36
117 Wabash (2).....	33,495	774		34,267	1,191,539	57.00
120 Wabash, Chester & Western.....						
Totals.....	612,891	11,141	2,767	622,623	31,090,668	64.00

(1) Inserted to show relation of following subsidiary lines.

(2) Cannot divide as between passenger and freight.

## Locomotives in Illinois—Concluded.

20	21	22	23	24	25	26	27	28	29	30	
CONSTRUCTION.						Grand total fuel consumed —tons.	Grand total miles run.	AV. pounds con- sumed per mile.	AV. cost—wood per cord at dis- tributing point.	AV. cost—coal per ton at dis- tributing point.	AV. cost—wood per cord at dis- tributing point.
COAL- TONS.	WOOD—CORDS		Total fuel con- sumed— tons.	Miles run.	AV. pounds consumed per mile.						
	Hard.	Soft.									
2,142	48		2,174	65,610	66.00	189,525	3,765,882	101.00	\$1.55	\$2.08	1
											2
											5
											6
2,750	26		2,767	85,496	64.74	179,872	3,569,984	100.75	1.62	1.14	7
2,712	61		2,753	71,382	77.15	46,651	1,369,448	68.13	2.07	3.38	7
3,715	93		3,777	87,861	85.97	230,756	5,516,907	83.65	1.80	4.00	9
318			318	6,258	101.47	155,325	2,811,410	110.49	1.13	2.21	13
7,133	93	190	7,290	254,677	57.25	18,898	481,83	78.41	2.01		17
42			42	868	96.77	413,250	9,929,38	83.21	1.82	2.43	21
						3,063	78,402	78.13	1.10	1.25	23
2,986		74	3,023	72,500	83.30	25,045	609,767	82.16	2.34	1.25	24
2,713	136		2,801	142,192	39.44	75,572	1,926,549	78.45	2.01	1.77	32
1,751	24		1,767	39,099	90.39	197,240	5,789,678	68.14	1.62	2.70	33
1,089	51	4	1,125	34,191	66.00	83,092	1,616,268	102.82	1.85	2.56	35
						182,790	3,843,854	95.55	1.02	1.50	38
						2,491	63,268	75.88	1.51	1.51	39
2,261	38		2,289	41,454	110.44	40,977	709,930	115.44	87	1.16	40
						5,069	192,000	52.80	1.29	2.7	42
1,640	35		1,658	31,703	104.57	58,623	872,735	131.34	1.35	2.50	45
						1,915	51,316	69.74	1.12	2.00	46
30			30	788	76.00	3,000	63,599	94.00	1.00		48
100			100	2,001	95.00	4,000	81,224	98.00	1.00		49
12,592	350		12,826	579,643	44.25	641,132	13,270,818	96.62	95	1.74	50
						4,018	67,201	1.930	90		61
298			298	6,523	91.41	10,503	316,512	66.93	1.25		62
						19,394	512,923	65.60	1.35	2.25	63
615			615	12,622	97.37	19,869	522,889	76.00	1.15	1.92	64
											65
431	19		443	17,331	51.13	22,809	617,575	74.06	1.61	2.12	72
586			586	20,263	57.83	38,695	1,354,979	57.11	1.55	2.00	73
											74
476	6		479	17,017	56.30	50,704	1,100,589	92.14	85	1.82	75
1,016	1		1,016	18,817	107.81	33,865	610,463	110.95	78	1.25	76
225			225	6,020	74.75	31,969	1,362,622	51.33	1.80		77
											79
628			628	39,446	31.59	42,079	1,197,202	70.30	1.20	50	80
136			136	2,349	115.37	16,857	532,031	63.36	1.65	1.25	81
											83
67	2		69	2,747	49.87	26,993	492,631	109.59	1.82	3.97	84
69	1		70	26,411	5.00	65,298	1,967,203	66.40	82	1.24	86
						569	18,270	65.21	1.05	1.20	87
											88
592	14		601	21,141	56.83	16,948	409,535	82.77	1.33	2.50	90
						1,479	35,258	83.89	1.46	2.40	91
845	28		864	19,839	87.10	21,370	700,604	78.25	91	1.25	93
418	7		422	13,030	61.83	18,462	4,025,925	92.10	1.13	2.00	95
163	8		168	6,777	49.58	17,213	471,749	73.10	1.45	3.35	98
1,105	38		1,130	38,616	58.53	62,727	1,475,335	85.03	78	1.00	99
						985	15,021	132.00	60		108
						16,867	601,480	55.80	1.17	3.25	109
785	40		815	34,353	47.70	79,325	1,910,229	84.00	1.05	2.18	111
350	30		370	15,971	49.10	13,819	350,441	75.90	1.10	2.00	113
810		38	829	40,352	41.09	36,731	1,026,308	71.58	1.00	1.64	114
358			358	5,271	135.83	40,817	793,961	102.79	1.16		115
						241,756	5,636,393	85.00	1.10	1.75	117
						3,230	94,091	68.36	76		129
53,950	1,142	513	54,865	1,879,786	71.88	3,518,483	81,415,705	81.19	\$1.10	\$2.08	

TABLE XIII.—*Accidents in Illinois for*

	1	2	3	4	5	6	7	8	9	10	11	12	13
	NAME OF COMPANY.	PAS- SENGERS.			EMPLOYEES.			OTHERS.			TOTAL.		GRAND TOTAL.....
		Killed....	Injured...	Total.....	Killed....	Injured...	Total.....	Killed....	Injured...	Total.....	Killed....	Injured...	
1	Atchison, Topeka & Santa Fe (1).....												
2	Chicago, Santa Fe & Cal.....		4	4	12	108	120	20	19	39	32	131	163
5	Baltimore & Ohio (1).....												
6	Baltimore & Ohio & Chicago.....		1	1	3	12	15	3	8	11	6	21	27
7	Belt Railway of Chicago.....												
9	Chicago & Alton.....		1	1	4	25	29	34	16	50	38	42	80
12	Chicago & Calumet Terminal.....												
13	Chicago & Eastern Illinois.....	2	118	120	1	431	444	28	28	56	43	577	620
14	Chicago & Western Indiana.....												
16	Chicago & Erie.....		25	25	1	21	22				1	21	22
17	Chicago & Grand Trunk.....		4	4	1	10	11	6	6	12	6	88	94
21	Chicago & Northwestern.....	1	11	12	29	77	106	52	62	114	82	159	232
22	Chicago & Northern Pacific.....		12	12	4	14	18	6	5	8	10	28	38
23	Chicago & Ohio River.....		5	5		3	3		5	5		13	13
24	Chicago, Burlington & North'n.....				1	12	13		4	4	1	16	17
25	Chicago, Burlington & Quincy.....	2	2	4	27	57	84	81	43	124	110	102	212
26	Chicago & Iowa.....												
31	St. Louis, Rock Island & Chi.....				1	1	2	1		1		13	24
32	Chicago, Milwaukee & St. Paul.....				19	10	29	29	10	39	48	20	68
33	Chicago, Rock Island & Pacific.....	3	1	4	6	16	22	23	15	38	32	32	64
35	Chicago Great Western.....	1	27	28	8	74	82	4	8	12	13	109	122
38	Cleveland, Cincin., Chi. & St. L.....		2	2	10	21	31	11	10	21	21	33	54
39	Kankakee & Seneca.....						2		1	1		3	3
40	Peoria & Eastern.....		2	2	1	16	17	4	2	6	5	20	25
42	East St. Louis & Carondelet.....				1	2	3				1	9	3
43	East St. Louis Connecting.....				1	6	7		3	3		9	10
44	Elce, City & Ill. Mad., Ill. & St. L.....	2		2	1	16	17				3	16	19
45	Egin, Joliet & Eastern.....				2	55	57	2	3	5	4	58	62
50	Illinois Central.....	9	160	169	48	910	958	105	212	317	162	1,282	1,444
62	Indianapolis, Deatur & West'n.....				1	4	5	1	3	4	2	7	9
63	Indiana, Illinois & Iowa.....		1	1		33	33		2	2		36	36
64	Iowa Central.....				1	33	34	1	1	2		34	36
72	Lake Erie & Western.....				1	6	7	1	1	2		8	10
73	Lake Shore & Mich'n South'n.....		2	2	2	22	24	18	8	26	20	32	52
74	Louisville & Nashville (1).....												
75	Southeast & St. Louis.....		1	1	1	48	49	6	12	18	7	61	68
76	Louisville, Evansv. & St. L. Con.....				3	32	35				3	32	35
77	Michigan Central.....					6	7	3	2	5	4	8	12
79	Mobile & Ohio (1).....												
80	St. Louis & Cairo.....		1	1		21	21	2	6	8		28	30
81	New York, Chicago & St. Louis.....					81	81	3	10	13	3	91	94
83	Northern Pacific (1).....												
84	Wisconsin Central Lines.....						5		2	2		7	7
86	Ohio & Mississippi.....		6	6	3	55	58	8	11	19	11	72	83
88	Pennsylvania Co. (1).....												
90	Pittsburgh, Ft. W. & Chi.....		6	6	5	34	39	11	40	51	16	80	96
91	South Chicago & Southern.....					1	1		3	3		4	4
93	Peoria, Decatur & Evansville.....		1	1	2	15	17	3	3	6	5	19	24
95	Pittsburgh, Cincin., Chi. & St. L.....				4	80	84	8	36	44	12	116	128
98	Rock Island & Peoria.....	2		2		19	10	1	2	3	3	12	15
99	St. Louis, Alton & Terre Haute.....				6	22	28	7	5	12	13	27	40
109	Terminal Railroad Ass. of St. L.....				2	6	8		1	1		6	9
111	Terre Haute & Indianapolis.....				1	24	25	6	5	11	7	29	36
113	Terre Haute & Peoria.....					10	10		2	2		12	12
114	Toledo, Peoria & Western.....					1	6	6		6	7	12	12
115	Toledo, St. Louis & Kansas City.....		2	2	1	71	72	4	12	16	5	85	90
117	Wabash.....	1	4	5	8	55	63	27	44	71	36	103	139
120	Wabash, Chester & Western.....					1	1					1	1
	Totals.....	23	339	422	246	2,664	2,910	533	688	1,221	802	3,751	4,553

(1) Inserted to show relation of following subsidiary lines.

*the Year ending June 30, 1893.*

14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
KIND OF ACCIDENT.																	
COUPLING AND UN- COUPLING.	FALLING FROM TRAINS AND EN- GINES.	OVER- HEAD OB- STRU- CTIONS.	COL- LIS- IONS.	DE- RAIL- MENTS.	OTHER TRAIN AC- CIDENTS.	AT HIGH- WAY CROSS- INGS.	AT STA- TIONS.	OTHER CAU-SES.									
Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...
20	2	11	3	2	3	14	...	18	17	4	6	...	2	5	59	1	2
8	...	1	...	...	...	...	...	...	...	2	5	...	...	2	7	5	6
18	...	...	...	...	...	1	1	...	...	...	...	...	...	...	5	7	9
19	5	3	...	...	...	...	...	...	...	4	2	1	2	29	15	1	12
1	44	1	31	...	1	63	5	51	16	31	4	7	6	14	9	336	13
1	1	...	...	...	...	1	...	...	...	...	...	...	...	...	18	14	14
1	14	...	6	...	1	33	...	2	...	...	1	8	1	6	3	18	16
1	1	...	...	...	...	...	...	...	...	...	4	8	2	2	8	17	8
5	34	1	8	1	...	4	12	3	...	1	6	13	1	4	63	66	21
2	4	...	5	...	...	7	3	8	...	...	4	3	...	...	4	5	22
...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10	24
...	42	1	7	...	1	3	2	1	3	15	27	18	7	22	8	39	5
5	1	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	26
...	6	2	2	1	...	2	...	1	1	1	2	1	...	...	3	1	31
8	...	3	3	...	1	1	1	1	1	...	5	2	...	...	33	12	32
1	7	3	4	...	1	1	...	...	...	...	10	4	...	...	17	16	33
...	20	1	5	...	3	15	1	26	...	...	5	1	1	1	7	36	35
1	11	4	...	...	4	3	6	...	...	...	1	...	...	...	10	10	38
...	2	...	...	...	...	...	...	...	...	1	...	...	...	...	...	39	...
...	7	1	7	...	1	...	...	...	...	...	...	...	1	2	3	2	40
1	2	...	...	...	...	...	...	...	...	2	...	1	...	...	...	42	...
...	3	...	1	...	...	...	...	...	...	...	2	...	1	...	...	3	43
...	9	...	5	...	...	...	...	1	...	...	...	...	...	...	3	1	44
...	32	1	4	...	...	...	...	6	...	1	...	...	...	...	...	16	45
8	205	8	118	...	2	8	77	3	96	1	16	12	12	6	7	116	749
...	4	...	...	...	...	...	...	...	...	1	...	3	1	...	...	2	7
...	11	...	1	1	...	4	...	...	...	...	8	...	...	1	...	11	63
...	14	...	6	...	...	...	...	...	...	...	...	...	...	...	2	14	64
1	5	...	1	...	...	...	...	...	...	1	2	...	...	...	...	72	73
...	8	...	2	...	...	...	...	...	...	...	4	2	...	1	16	18	73
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	74
1	17	...	1	...	...	3	...	...	...	1	1	3	...	...	5	36	75
...	15	1	1	...	...	...	2	7	...	...	...	...	...	...	...	9	76
1	6	...	...	...	3	2	...	...	...	...	...	...	...	...	...	...	77
...	...	...	...	...	...	1	...	...	...	3	...	1	...	...	2	...	79
...	13	...	4	...	...	1	...	...	...	...	1	1	...	...	...	6	80
...	25	...	3	1	...	1	...	...	...	...	1	3	...	...	2	58	81
...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	83
...	15	1	10	...	...	1	1	1	...	...	2	1	...	1	13	4	84
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38	86
1	16	2	5	...	3	1	...	...	...	...	2	21	...	3	10	29	90
...	1	...	...	...	...	...	...	...	...	2	...	...	...	...	...	2	91
...	12	1	...	...	...	...	...	...	...	...	1	2	...	...	...	4	93
...	41	...	6	...	1	1	2	...	...	...	19	...	5	1	11	42	95
...	5	...	1	...	...	...	...	...	...	...	1	...	1	...	3	4	98
2	16	...	2	...	...	...	4	2	...	...	1	1	...	...	6	6	99
1	3	...	1	...	...	...	1	...	...	...	...	...	...	...	...	3	109
...	10	...	2	1	...	...	...	...	...	...	...	1	...	...	6	14	111
...	4	...	2	...	...	...	...	...	...	...	1	1	...	...	...	5	113
...	3	...	...	...	...	...	...	...	...	...	1	...	2	...	4	2	114
...	24	...	15	...	...	1	...	...	...	4	12	1	1	2	...	39	115
2	25	2	4	...	...	10	...	1	...	25	46	4	8	1	2	7	117
...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	130
49	823	36	292	3	15	35	258	26	220	85	169	94	147	43	66	437	1,755

TABLE XIV.—*Taxes paid in Illinois.*

	1	2	3	4	
NAME OF COMPANY.	1891	1892	1893		
1 Atchison, Topeka & Santa Fe <sup>(1)</sup> .....					1
2 Chicago, Santa Fe & Cal.....	\$78,350 71	\$97,049 82	\$99,436 16		2
5 Baltimore & Ohio <sup>(1)</sup> .....					5
6 Baltimore & Ohio & Chicago.....	17,038 48	15,222 75	20,600 77		6
7 Belt Railway of Chicago.....	30,500 00	33,300 00	48,000 00		7
9 Chicago & Alton.....	194,920 56	205,459 72	208,679 80		9
12 Chicago & Calumet Terminal.....	4,301 50	6,918 91	8,287 22		12
13 Chicago & Eastern Illinois.....	75,634 98	75,750 01	94,411 51		13
16 Chicago & Erie.....	2,522 28				16
17 Chicago & Grand Trunk.....	46,734 01	49,902 78	76,693 90		17
20 Chicago & Indiana State Line.....		3,088 65	3,974 39		20
21 Chicago & Northwestern.....	208,266 41	238,626 94	246,782 10		21
22 Chicago & Northern Pacific.....		33,681 70	40,526 02		22
23 Chicago & Ohio River.....	5,615 77	2,128 89	2,305 00		23
24 Chicago, Burlington & Northern.....	21,454 10	22,757 58	21,070 81		24
25 Chicago, Burlington & Quincy.....	310,478 52	308,242 00	367,776 21		25
26 Chicago & Iowa.....	18,455 14	18,954 55	19,373 38		26
27 Galena & Rio.....	1,795 85	2,371 44	1,925 89		27
28 Illinois Valley & Northern.....	9,340 51	10,323 77	9,184 43		28
31 St. Louis, Rock Island & Chicago.....	48,671 84	53,110 59	51,038 30		31
32 Chicago, Milwaukee & St. Paul.....	97,423 74	99,364 20	116,833 91		32
33 Chicago, Rock Island & Pacific.....	177,180 94	151,647 32	176,246 53		33
35 Chicago Great Western.....	23,498 01	27,007 34	30,045 77		35
38 Cleveland, Cincinnati, Chicago & St. Louis.....	140,721 00	143,127 34	132,806 86		38
39 Kankakee & Seneca.....	6,143 05	10,065 49	12,546 68		39
40 Peoria & Eastern.....	23,127 37	34,567 71	33,115 8		40
42 East St. Louis & Carondelet.....	3,350 48	3,014 80	3,316 68		42
43 East St. Louis Connecting.....	6,885 49	1,77 29	27,383 68		43
44 Electric City & Illinois (Madison, Ill., & St. L.).....			6,335 64		44
45 Elgin, Joliet & Eastern.....	21,992 90	28,002 12	30,006 09		45
46 Fulton County Narrow Gauge.....	2,335 73	2,470 10	1,768 00		46
48 Gr. Tower & Cape Girardeau.....	4,527 17	2,448 09	1,762 68		48
49 Grand Tower & Carbondale.....	4,944 96	4,317 52	2,481 62		49
50 Illinois Central.....	(2)599,064 51	(3)645,905 81	(4)707,688 49		50
61 Indiana & Illinois Southern.....	5,178 78	3,3 23	3,890 71		60
62 Indianapolis, Decatur & Western.....	13,885 05	15,279 88	15,758 90		61
63 Indiana, Illinois & Iowa.....	13,742 95	9,957 69	10,550 09		62
64 Iowa Central.....	16,273 12	14,445 19	14,519 24		63
72 Lake Erie & Western.....	20,279 19	21,326 78	23,041 19		72
73 Lake Shore & Mich. Southern.....	47,358 64	61,509 74	103,200 33		73
74 Louisville & Nashville <sup>(1)</sup> .....					74
75 Southeast & St. Louis.....	36,807 57	45,140 25	41,626 28		75
76 Louisville, Evansville & St. Louis, Consolidated.....	17,407 88	27,448 44	29,674 09		76
77 Michigan Central.....	19,152 28	19,093 90	32,079 28		77
79 Mobile & Ohio <sup>(1)</sup> .....					79
80 St. Louis & Cairo.....	27,344 80	32,390 59	31,156 32		80
81 New York, Chicago & St. L.....	23,611 94	22,975 13	21,151 34		81
83 Northern Pacific <sup>(1)</sup> .....					83
84 Wisconsin Central Lines.....	11,617 92	23,490 37	20,086 30		84
86 Ohio & Mississippi.....	86,259 47	96,797 87	93,500 89		86
87 Pawnee.....	121 55	379 00	211 80		87
88 Pennsylvania Co. <sup>(1)</sup> .....					88
90 Pittsburgh, Ft. Wayne & Chicago.....	75,526 79	71,315 85	102,074 29		90
91 South Chicago & Southern.....	2,745 72	2,639 16	3,067 50		91
93 Peoria, Decatur & Evansville.....	26,306 89	28,373 21	30,149 56		93
95 Pittsburgh, Cincinnati, Chicago & St. Louis.....	58,191 94	59,320 12	91,428 81		95
96 Englewood Connecting.....	1,479 78	1,918 67	2,477 49		96
98 Rock Island & Peoria.....	25,490 50	27,151 99	28,908 65		98
99 St. L., Alton & Terre Haute.....	41,581 26	43,851 14	50,771 32		99
106 St. Louis, Chicago & St. Paul.....	6,008 74	6,000 00			106
107 St. Louis & Eastern.....		271 98			107
108 St. Louis & Peoria.....	1,200 00	1,200 00	563 58		108

(1) Inserted to show relation of following subsidiary lines.

(2) Includes \$520,949.35 proportion of gross receipts due State of Illinois.

(3) Includes \$571,724.72 proportion of gross receipts due State of Illinois.

(4) Includes \$646,496.63 proportion of gross receipts due State of Illinois.



Table XIV.—*Taxes paid in Illinois.*—Concluded.

	1	2	3	4	
	NAME OF COMPANY.	1891	1892	1893	
109	Terminal R. R. Assn. of St. L.....	\$35,801 13	\$31,604 86	\$36,542 36	109
111	Terre Haute & Indianapolis <sup>(1)</sup> .....				111
112	St. Louis, Vandalia & Terre Haute .....	48,455 76	55,964 13	59,217 41	112
113	Terre Haute & Peoria .....	13,025 11	15,007 95	17,354 77	113
114	Toledo, Peoria & Western .....	34,315 69	36,216 88	36,555 49	114
115	Toledo, St. L. & Kansas City.....	22,760 00	25,125 87	29,692 90	115
117	Wabash.....	170,588 31	200,029 59	192,321 66	117
120	Wabash, Chester & Western.....	2,665 60	2,882 85	3,373 22	120
	Totals .....	\$3,966,702 08	\$3,120,503 30	\$3,733,304 80	

(1) Inserted to show relation of following subsidiary lines.



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# GRAIN INSPECTION DEPARTMENT.

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REPORT OF CHIEF GRAIN INSPECTOR.

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## GRAIN INSPECTION DEPARTMENT.

## REPORT OF THE CHIEF INSPECTOR.

CHICAGO, ILL., November 18, 1893.

*Hon. W. S. Cantrell, Chairman of the Railroad and Warehouse Commission,  
Springfield, Ill.:*

DEAR SIR:—I have the honor to submit herewith the twenty-third annual report of the transactions of the State Grain Inspection Department for the City of Chicago, the period covered being from November 1, 1892, to October 31, 1893.

I entered upon the duties of this office on March 13th, of this year, my predecessor turning over to me the books and property of the department, and the sum of forty-five thousand seven hundred and seventy-three dollars and eighteen cents (\$45,773.18), the amount shown by the books to be in his hands.

Having been in charge of the affairs of this department only seven months, I shall not be able to review as fully the business of the year as I might otherwise profitably do, but the five former months are covered by the monthly reports of my predecessor. I have endeavored, however, from the books of the office to prepare an accurate and intelligible statement of the transactions of the year.

The expenditures show an increase over those of last year, as the necessary result of increased service made necessary by the State Grain Inspection Exhibit at the World's Fair, and the large amount of grain in store in the city elevators have caused an extra number of clerks to be employed in that department, but with the close of navigation, on November 15th, I would respectfully recommend a reduction in the clerical and helper forces.

It is impossible to reduce the inspection force, as the inspection yards have almost all been removed outside of the city limits, and so far apart that it would be impossible for one crew to attend to any other work than the road assigned them. The same case holds good as regards the house inspectors, or third assistants. It is almost impossible for an inspector to attend to the duties other than those of the elevator where assigned.

The change in the rules of your honorable body providing for the transferring of inspectors, both on track and at elevators, as often as every sixty days, has proved very beneficial so far, having been in force less than two months. It has a tendency to educate the inspectors and give the department a much healthier appearance. An inspector located on one railroad, or in one elevator, for months and, perhaps, years, has no opportunity of learning or familiarizing himself with any other than the one kind of grain coming in over that one road. The grain from different states, and even different sections of one state, vary so, and all having to be graded in their respective grades, makes it necessary that

the inspectors must be experts, that they may do justice both to the buyer and the seller.

The force of the Inspection Department at present consists of one chief inspector, one supervising inspector, one assistant inspector, thirteen second assistant inspectors, twenty-five third assistant inspectors, twenty-two helpers, two messengers, one chief clerk, one collector, one cashier, one stenographer, one sample clerk, one janitor, five clerks, three members of the appeals committee, one driver for the appeals committee.

The registration office employs at present, one registrar, one chief clerk, eleven clerks, and divides the services of the two messengers, one stenographer and janitor.

In considering the receipts of the department it is proper to recognize the fact that the fee for the inspection of car loads was fixed definitely *per car*, and that within the past ten years the average number of pushels per car has increased not less than twenty-five per cent. Should it therefore transpire that the present fees for inspection do not yield sufficient revenue to meet the reasonable approved expenses of the department, the justification for increasing them as contemplated by law is quite apparent and justifiable. In 1889 when the fees were reduced from 35 cents to 25 cents per car, the department had just passed through two very successful years and had a surplus of nearly \$100,000, which has been steadily decreasing since the reduction. The first six months of this year show a decrease of \$24,964.00, while the last six months show a net gain above all expenses of \$3,989.05, which still shows our expenses for the entire year to have been \$20,974.95 more than our earnings. It therefore seems inevitable that the rate must be restored to the former rate, or a reduction in the force of \$20,000.00 or more, per annum, to keep the expenses of the department within its earnings.

The reduction of the inspection force, as I have said before, I do not regard as at all practicable, nor do I think it could be adopted without doing injustice to the receivers and shippers who pay the fees, and who have a right to expect of the department prompt, efficient and intelligent service. We are to-day inspecting grain for 25 cents per car that contains about twice as much as they did when the reduction was made.

I desire to call the attention of your honorable Board to the fact that through the change of administration more changes have necessarily been made in the department, which was natural and expected, than all my predecessors together ever made, having changed the entire clerical force of both the registration and inspection offices, both messengers and sample clerk, janitor and stenographer, all of the helper force, twenty of the third assistants and five of the second assistant inspectors, and the entire appeals committee.

I have endeavored in making these changes to invariably satisfy myself that the man appointed was as well qualified, if not better, for the position than his predecessor. And it is very gratifying to me to be able to report that I have had no complaint against any of the new men with all these changes.

I also wish to acknowledge the hearty and cordial coöperation with which your honorable Board has invariably met every recommendation for the improvement of the service, and thank you for the same.

The following twenty-three tables of exhibits, marked Exhibit C to G, is a full and correct copy of the business done by the department for the year ending October 31, 1893, which I most respectfully submit to your honorable Board.

Yours very respectfully,

GEO. P. BUNKER,

*Chief Inspector.*

EXHIBIT A—1.  
*Inspection on Arrival—By Months.*

WINTER WHEAT.

MONTHS.	White.			Hard.			Red.			Not graded	Colorado.		Total cars.
	2	3	4	1	2	3	2	3	4		2	3	
November, 1892.....		4	9	1	869	1,385	413	562	258	29			3,530
December.....	1	8	11	1	610	1,219	252	464	183	24			2,773
January, 1893.....		13	4		614	893	408	355	116	10			2,413
February.....		8	6		220	563	7	294	98	36			1,928
March.....	1	16	7		176	537	406	573	94	35			1,845
April.....	2	14	11	2	99	299	537	658	97	33			1,752
May.....	1	19	8		148	242	384	581	200	21			1,607
June.....	2	6	1		16	125	43	381	79	18			671
July.....		28	11		96	132	381	835	292	31			1,813
August.....		16	12		125	440	377	1,120	448	41			2,579
September.....	2	11	5		200	1,706	682	1,231	518	65	6		4,426
October.....		11	19		133	1,772	472	891	269	36		1	3,595
Total cars.....	9	154	95	4	3,306	9,320	5,058	7,948	2,652	379	6	1	28,932

Total estimated bushels ..... 17,806,800

EXHIBIT A—2.  
*Inspection on Arrival—By Months.*

SPRING WHEAT.

MONTHS.	North- ern.	2	3	4	Not graded	White.		Mixed Wheat.		Total cars.
	1					2	3	2	3	
November, 1892.....		665	1,497	400	42	12	233	2	35	2,886
December.....	1	716	2,503	581	17	10	194	1	16	4,039
January, 1893.....		1,702	3,270	466	16	4	216	20	16	5,650
February.....		743	1,379	270	11	21	217	3	6	2,650
March.....		1,832	1,737	254	5	7	209	4	10	4,058
April.....		3,979	2,297	248	6	1	121	4	15	6,661
May.....		3,088	1,662	99	4		285	2	11	4,551
June.....		708	421	71	2	1	36		8	1,247
July.....		171	448	44	5		162		4	834
August.....		85	315	99	9	1	24		12	545
September.....		72	414	64	19		40		4	613
October.....		181	1,476	135	7	1	10		1	1,811
Total cars.....		13,942	16,819	2,661	143	58	1,747	36	138	35,545

Total estimated bushels ..... 23,104,250

[illegible]



EXHIBIT A-5.

*Inspection on Arrival—By Months.*

RYE.

MONTHS.	2	3	Not graded.	Total cars.
November, 1892.....	275	123	4	402
December.....	89	65	.....	154
January, 1893.....	189	69	1	259
February.....	123	64	1	188
March.....	119	47	1	167
April.....	18	60	.....	78
May.....	85	122	.....	207
June.....	40	62	4	106
July.....	46	49	4	99
August.....	199	71	3	273
September.....	158	46	8	207
October.....	119	57	.....	176
Total cars.....	1,460	835	21	2,316
Total estimated bushels.....				1,505,400

EXHIBIT A-6.

*Inspection on Arrival—By Months.*

BARLEY.

[illegible]

## EXHIBIT A—7.

*Grand Total of Inspection on Arrival—By Months—For Year.*

MONTHS.	Winter Wheat...	Spring Wheat...	Corn.....	Oats.....	Rye.....	Barley.....	Total cars, all kinds of Grain..
1892.							
November.....	3,530	2,886	6,262	4,528	402	2,590	20,198
December.....	2,773	4,039	7,678	5,146	154	2,126	21,916
1893.							
January.....	2,413	5,650	7,203	4,197	259	1,416	21,133
February.....	1,928	2,650	7,100	3,710	188	1,367	16,943
March.....	1,845	4,058	4,139	3,641	167	1,134	14,984
April.....	1,752	6,661	3,511	4,520	78	780	17,302
May.....	1,607	4,551	9,310	7,906	207	503	24,084
June.....	671	1,247	13,855	6,825	106	222	22,926
July.....	1,813	834	13,307	4,945	99	50	21,048
August.....	2,579	545	12,114	6,968	273	218	22,697
September.....	4,426	613	20,670	9,044	207	1,110	36,370
October.....	3,595	1,811	14,836	7,005	176	4,012	31,435
Total cars.....	28,932	35,545	119,985	68,435	2,316	15,828	271,041

## EXHIBIT B-1.

*Inspection on Arrival—By Railroads.*

## WINTER WHEAT.

RAILROAD.	White.			Hard.			Red.			Not graded	Colorado		Total.
	2	3	4	1	2	3	2	3	4		2	3	
C. B. & Q. ....	3	21	17	2	741	1,010	347	786	358	27	.....	.....	3,315
C., R. I. & P. ....	1	11	7	..	227	730	200	518	215	15	.....	.....	1,954
Chicago & Alton .....	..	7	9	..	108	666	33	1,163	412	101	.....	.....	2,499
Illinois Central .....	..	14	6	..	74	118	322	1,125	265	23	.....	.....	1,947
Freeport, Div. I. C. ....	..	1	1	..	48	54	3	8	9	3	.....	.....	127
Galena Div. C. & N. W. ....	..	1	..	..	134	126	24	53	36	2	.....	.....	376
Wisconsin Div. C. & N. W. ....	2	19	5	..	..	1	70	134	14	..	.....	.....	245
Wabash .....	..	7	12	..	17	26	106	624	453	65	.....	.....	1,310
C. & E. I. ....	..	12	2	..	2	4	243	585	102	37	.....	.....	987
C. M. & St. P. ....	1	29	16	2	157	537	75	304	35	1	.....	1	1,158
Wisconsin Central .....	..	..	..	..	..	..	..	..	..	..	6	.....	6
Chicago Great Western ....	1	6	6	..	479	1,581	412	244	258	4	.....	.....	2,994
Santa Fe .....	..	9	8	..	431	3,518	1,524	793	218	36	.....	.....	6,567
Through and special .....	1	14	6	..	888	916	1,639	1,581	277	65	.....	.....	5,447
Total .....	9	154	95	4	3,306	9,320	5,058	7,948	2,652	379	6	1	28,932

## EXHIBIT B-2.

*Inspection on Arrival—By Railroads.*

## SPRING WHEAT.

RAILROAD.	North- ern.	2	3	4	Not graded	White.		Mixed.		Total.
	1					2	3	2	3	
C. B. & Q. ....	1	3,206	4,181	895	70	27	629	8	60	9,077
C., R. I. & P. ....	..	77	514	171	6	1	245	1	5	1,020
Chicago & Alton .....	..	..	16	30	1	..	18	..	4	69
Illinois Central .....	..	3	12	5	..	..	..	..	3	20
Freeport, Div. I. C. ....	..	125	114	10	3	..	..	..	3	255
Galena Div. C. & N. W. ....	..	504	2,227	510	13	2	68	1	11	3,336
Wisconsin Div. C. & N. W. ....	..	328	738	56	3	..	1	..	1	1,127
Wabash .....	..	13	10	9	..	..	3	..	1	36
C. & E. I. ....	..	..	..	3	..	..	..	..	..	3
C. M. & St. P. ....	..	3,719	6,454	508	21	3	21	..	18	10,744
Wisconsin Central .....	..	11	27	3	..	..	..	..	1	42
Chicago Great Western ....	..	255	604	103	6	9	56	..	1	1,034
Santa Fe .....	..	23	207	19	2	..	11	..	2	264
Through and special .....	..	5,678	1,715	339	18	16	695	26	31	8,518
Total .....	1	13,942	16,819	2,661	143	58	1,747	36	138	35,545

## EXHIBIT B—3.

*Inspection on Arrival—By Railroads.*

## CORN.

RAILROADS.	Yellow.		White.		2	3	4	Not graded.	Total.
	2	3	2	3					
C., B. & Q.....	5,066	1,661	561	238	12,756	4,819	1,003	63	26,197
C., R. I. & P.....	2,115	1,026	266	116	5,669	3,854	750	52	13,818
Chicago & Alton.....	1,946	1,622	502	455	1,989	1,325	681	41	8,561
Illinois Central.....	6,495	4,191	1,573	1,369	3,091	1,790	2,425	202	21,076
Freeport Div. I. C.....	6,586	428	103	96	954	1,601	378	19	3,165
Galena Div. C. & N. W.....	2,488	1,893	185	112	3,512	3,800	1,591	73	13,594
Wisconsin Div. C. & N. W.....	18	44	.....	5	7	21	6	1	102
Wabash.....	1,267	1,835	425	526	436	1,040	914	107	6,550
C. & E. I.....	423	1,012	122	174	345	862	768	22	3,728
C. M. & St. P.....	861	392	107	34	3,685	2,328	670	33	8,110
Wisconsin Central.....	455	490	34	30	1,128	1,397	265	10	3,800
Chicago Great Western.....	1,213	1,353	279	231	1,598	1,870	355	22	6,921
Santa Fe.....	455	2,316	26	107	323	734	318	45	4,324
Through and special.....	23,388	18,263	4,183	3,433	35,493	24,471	10,064	690	119,985

## EXHIBIT B—4.

*Inspection on Arrival—By Railroads.*

## OATS.

RAILROADS.	White.			2	3	White Clipped.		Not graded.	Total.
	1	2	3			1	2		
C., B. & Q.....	2	2,423	5,417	1,420	1,054	.....	5	37	10,358
C., R. I. & P.....	.....	853	6,176	504	1,416	.....	23	33	9,007
Chicago & Alton.....	.....	707	862	866	312	.....	2	41	2,793
Illinois Central.....	.....	1,639	1,924	3,534	522	.....	1	29	7,640
Freeport Div. I. C.....	.....	253	2,614	344	942	.....	.....	21	4,204
Galena Div. C. & N. W.....	.....	946	8,213	466	1,686	.....	21	73	11,105
Wisconsin Div. C. & N. W.....	.....	117	1,113	18	312	1	13	18	1,622
Wabash.....	.....	571	810	969	246	.....	2	16	2,614
C. & E. I.....	2	549	323	1,104	180	.....	.....	5	2,163
C. M. & St. Paul.....	.....	792	6,215	489	1,875	.....	4	65	9,440
Wisconsin Central.....	.....	15	53	9	14	.....	.....	4	95
Chicago Great Western.....	.....	177	1,364	168	733	.....	.....	17	2,459
Santa Fe.....	.....	708	862	987	228	.....	.....	6	2,791
Through & special.....	.....	131	764	540	295	.....	42	72	1,814
Total.....	4	9,881	36,770	11,418	9,815	1	115	431	68,435

## EXHIBIT B-5.

*Inspection on Arrival—By Railroads.*

## RYE.

RAILROADS.	2	3	Not graded	Total.
C., B. & Q. ....	344	137	6	487
C., R. I. & P. ....	131	96	2	229
C. & A. ....	6	28	1	35
Ill. Cent. ....	8	27	1	35
Freeport Div. I. C. ....	62	67	3	132
Galena Div. C. & N. W. ....	195	111	1	307
Wis. Div. C. & N. W. ....	96	45	.....	140
Wabash. ....	4	4	.....	8
C. & E. I. ....	9	10	.....	19
C., M. & St. P. ....	249	106	3	358
Wis. Cent. ....	7	1	.....	8
Chi. Great Western. ....	33	65	.....	98
Santa Fe. ....	72	13	.....	85
Through and special. ....	245	125	5	375
Total. ....	1,460	835	21	2,316

## EXHIBIT B-6.

*Inspection on Arrival—By Railroads.*

## BARLEY.

RAILROADS.	Bay Brew- ing.		Cheva- lier.	2	3	4	5	Not graded	Total
	2	3	3						
C., B. & Q. ....	.....	1	.....	22	728	428	49	4	1,232
C., R. I. & P. ....	.....	8	.....	.....	464	731	50	8	1,261
C. & A. ....	.....	.....	.....	.....	5	.....	.....	.....	5
Ill. Cent. ....	.....	.....	.....	.....	13	8	1	.....	22
Freeport Div. I. C. ....	.....	.....	.....	2	783	315	12	2	1,114
Galena Div. C. & N. W. ....	.....	.....	1	9	1,489	378	42	11	1,930
Wis. Div. C. & N. W. ....	.....	.....	.....	90	1,936	1,562	264	25	3,878
Wabash. ....	1	.....	.....	.....	.....	1	.....	.....	2
C. & E. I. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C., M. & St. P. ....	.....	1	7	75	3,535	1,462	50	72	5,202
Wis. Cent. ....	.....	.....	.....	.....	29	35	.....	1	65
Chi. Great Western. ....	.....	.....	.....	.....	137	753	26	11	934
Santa Fe. ....	.....	1	.....	2	17	9	1	1	31
Through and special. ....	.....	.....	.....	3	97	38	11	3	152
Total. ....	1	11	8	210	9,233	5,720	506	139	15,828

## EXHIBIT B-7.

*Grand Total of Inspection on Arrival for Year—By Railroads.*

RAILROADS.	Winter Wheat...	Spring Wheat...	Corn .....	Oats .....	Rye .....	Barley .....	Total cars, all kinds of grain..
C., B. & Q.....	3,315	9,077	26,197	10,358	487	1,232	50,666
C., R. I. & P.....	1,954	1,020	13,848	9,007	229	1,261	27,319
C. & A.....	2,499	69	8,561	2,793	35	5	13,962
I. C.....	1,947	20	21,076	7,640	35	23	30,740
Freeport.....	127	255	3,165	4,204	132	1,114	8,997
Galena.....	376	3,336	13,594	11,405	307	1,930	30,948
Wis. Div.....	245	1,127	102	1,622	140	3,878	7,114
Wabash.....	1,310	36	6,550	2,614	8	2	10,520
C. & E. I.....	987	3	3,728	2,163	19	.....	6,900
C. M. & St. P.....	1,458	10,744	8,110	9,440	358	5,202	35,012
Wis. Cent.....	6	42	.....	95	8	65	216
Gt. Western.....	2,994	1,034	3,809	2,459	98	934	11,328
Santa Fe.....	6,567	264	6,921	2,791	85	31	16,659
Special.....	5,447	8,518	4,324	1,844	375	152	20,660
Total cars.....	28,932	35,545	119,985	68,435	2,316	15,828	271,041

## EXHIBIT C.

*Inspection on Arrival—By Canal and Lake.—Bushels.*

### WINTER AND SPRING WHEAT.

MONTHS.	WINTER.					SPRING.	
	Turkish.	Red.			Total.	2	Total.
	3	2	3	4			
November, 1892.....	.....	5,000	8,000	.....	13,000	202,710	202,710
December.....	.....	6,103	.....	.....	6,103	9,104	9,104
January, 1893.....	.....	.....	.....	.....	.....	.....	.....
February.....	.....	.....	.....	.....	.....	.....	.....
March.....	.....	.....	.....	.....	.....	.....	.....
April.....	.....	15,600	.....	.....	15,600	.....	.....
May.....	.....	.....	45,600	.....	45,600	56,000	56,000
June.....	.....	.....	17,000	.....	17,000	.....	.....
July.....	1,200	.....	.....	.....	1,200	.....	.....
August.....	.....	1,900	1,500	.....	3,400	.....	.....
September.....	.....	.....	.....	5,600	5,600	.....	.....
October.....	.....	.....	.....	.....	.....	.....	.....
Total.....	1,200	28,603	72,100	5,600	107,503	267,814	267,814

*Exhibit C—Continued.*

*Inspection on Arrival—By Canal and Lake.—Bushels.*

YELLOW AND WHITE CORN.

MONTHS.	Yellow.		White.	2	3	4	Not graded	Total.
	2	3	2					
November, 1892.....				91,500				91,500
December.....								
January, 1893.....								
February.....								
March.....								
April.....								
May.....	16,600		1,200	53,400	10,500			10,500
June.....	30,100		8,300	35,700	35,700	25	2,300	189,225
July.....	10,000	10,600		37,600	4,500	12,000	600	104,100
August.....	3,100			38,200	16,800			113,200
September.....	22,000			50,900	20,100		2,500	76,600
October.....	24,900			260,000	12,600			294,600
				315,800	4,200	1,800		346,700
Total.....	106,700	10,600	9,500	857,800	125,800	30,625	5,400	1,146,425

*Exhibit C—Concluded.**Inspection on Arrival—By Canal and Lake—Bushels.*

## OATS AND RYE.

MONTHS.	White.		2	3	No grade.	Total Oats.	2	3	Total Rye.	Grand Total Bushels.
	2	3								
November, 1892.....		4,500		5,500		10,000	3,278		3,278	320,488
December.....										15,207
January, 1893.....										
February.....										
March.....										26,100
April.....										356,925
May.....	13,000	63,600	60,000	9,500		146,100				236,675
June.....		93,000		8,200	14,200	115,400		175	175	200,200
July.....		57,500	22,300	4,000	2,000	85,800				150,000
August.....	62,000		8,000			70,000				423,200
September.....	88,500		34,500			123,000				416,500
October.....	41,950		27,850			69,800				
Total.....	205,450	218,600	152,650	27,200	16,200	620,100	3,278	175	3,453	2,145,295

## EXHIBIT D—1.

*Inspection from Store—Regular Elevators.*

MONTHS.	WINTER WHEAT.	SPRING WHEAT.	CORN.	OATS.	RYE.	BARLEY.	TOTALS.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
November, 1892..	2,101,955	341,352	4,847,006	404,903	80,601	433,027	8,208,844
December.....	1,043,579	274,404	1,529,678	275,503	51,725	42,644	3,208,533
January, 1893....	1,163,993	716,628	490,912	144,122	50,495	11,624	2,577,774
February.....	1,075,880	350,463	476,228	221,968	9,595	4,689	2,138,763
March.....	719,740	387,893	1,821,276	110,270	1,403	9,523	3,050,105
April.....	627,356	644,543	2,942,293	887,524	44,449	45,195	5,191,270
May.....	1,197,126	914,504	5,194,133	1,768,134	282,158	13,629	9,369,684
June.....	1,492,519	784,279	6,632,301	1,781,667	61,819	6,715	10,819,390
July.....	940,618	670,982	7,020,311	726,268	61,557	4,328	9,424,064
August.....	1,099,257	1,089,357	5,700,359	999,808	5,880	90,771	8,985,432
September.....	1,067,016	363,410	8,274,424	2,607,889	1,301		11,714,040
October.....	1,843,079	369,140	9,166,829	888,681	125	658,384	12,926,238
Total.....	14,372,118	6,906,955	54,146,660	10,216,677	651,108	1,820,529	87,614,047



## EXHIBIT D-2.

*Inspection—on board Lake Vessels—of Grain loaded from  
Unlicensed Elevators.*

MONTHS.	WINTER WHEAT.	SPRING WHEAT.	CORN.	OATS.	RYE.	BARLEY.	TOTALS.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
November, 1892.....	736,759	215,188	122,805	208,508	20,000	.....	1,303,260
December.....	45,142	1,032,726	.....	.....	.....	.....	1,077,868
January, 1893.....	83,432	883,881	31,726	.....	.....	.....	999,039
February.....	33,549	358,311	.....	.....	.....	.....	371,860
March.....	99,071	269,626	.....	.....	.....	.....	368,697
April.....	237,657	279,388	51,083	288,876	.....	.....	857,004
May.....	235,241	204,537	337,595	1,168,675	5,072	.....	1,951,120
June.....	455,849	169,148	1,174,069	75,565	.....	.....	2,557,631
July.....	70,435	128,024	1,551,828	670,919	.....	.....	2,421,211
August.....	213,090	180,381	1,204,458	328,105	.....	.....	1,931,034
September.....	230,609	122,379	1,299,917	1,621,747	.....	.....	3,274,652
October.....	370,368	180,714	2,089,321	802,676	.....	.....	3,443,079
Totals.....	2,811,202	4,004,308	7,867,802	5,848,071	25,072	.....	20,556,455

## EXHIBIT E.

*Financial Statement.*

MONTHS.	Inspection Fees Earned.	Commis- sions paid Railroads and Elevators.	Total Cash Received.	Disburse- ments for Expenses.	Balances.
November, 1892.....	\$9,886 43	\$774 39	\$16,922 07	\$11,032 89	\$62,195 71
December.....	7,450 07	562 37	12,317 72	12,058 28	62,455 15
January, 1893.....	7,078 40	337 88	7,465 48	11,094 59	58,826 04
February.....	5,496 01	273 05	6,722 03	10,973 41	54,574 66
March.....	5,481 22	229 77	5,511 67	10,798 36	49,287 97
April.....	7,288 90	232 37	8,114 04	11,687 50	45,714 51
May.....	12,286 25	309 60	7,192 87	12,837 57	40,069 31
June.....	12,349 97	504 49	11,586 59	13,122 66	38,533 24
July.....	11,011 69	556 25	12,016 99	13,310 33	37,239 90
August.....	11,102 46	478 23	10,519 03	12,359 41	35,499 52
September.....	16,479 72	494 45	10,694 77	11,673 16	34,521 13
October.....	15,888 57	742 12	15,773 07	11,926 48	38,367 72
Totals.....	\$121,799 69	\$5,494 97	\$124,835 83	\$142,774 64	.....

*Exhibit E—Continued.*

GEO. P. BUNKER, *Chief Inspector,*

*In Account with Illinois State Grain Inspection Department.*

November 1, 1892..	To balance on hand, as per last report .....	.....	\$56,306 53
October 31, 1893..	cash received during year, as above .....	.....	124,835 83
"	By expenses, Inspection Department.....	\$113,784 12	.....
"	" " Registration Department.....	20,381 94	.....
"	" " Committee of Appeals .....	5,718 88	.....
"	" " World's Fair exhibit .....	2,889 70	.....
"	" balance on hand.....	38,367 72	.....
	Totals .....	\$181,142 36	\$181,142 36

## EXHIBIT F.

## INSPECTION ON ARRIVAL.—Comparative Statement of Inspection from 1880 to 1893, inclusive.

Year.	CARS.		BOATS.		WINTER WHEAT.		SPRING WHEAT.		CORN.		OATS.		RYE.		BARLEY.		TOTAL.	
	Number.		Number.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.	
1880.....	970,524		1,022		5,887,500		17,312,968		91,185,379		18,873,400		1,645,545		3,991,576		138,806,368	
1881.....	927,119		450		1,682,311		18,398,187		76,017,132		22,612,368		1,221,843		4,177,762		124,109,003	
1882.....	171,318		697		11,127,248		9,408,391		45,715,803		25,063,350		1,688,397		5,893,804		99,083,453	
1883.....	936,213		477		2,463,691		12,011,095		72,258,580		33,392,181		1,980,600		6,821,316		137,418,846	
1884.....	210,822		351		2,463,621		16,782,273		54,600,598		30,593,860		3,752,180		6,755,827		128,648,392	
1885.....	212,270		460		2,354,848		24,024,672		56,700,685		38,859,040		1,798,951		8,082,764		131,779,960	
1886.....	201,163		460		5,506,081		10,014,814		68,177,086		42,531,082		1,104,396		10,292,360		131,529,452	
1887.....	189,130		503		5,639,573		17,067,375		50,700,473		45,971,724		1,872,324		9,462,000		130,297,069	
1888.....	211,818		341		7,265,135		10,191,634		66,301,548		52,617,987		2,857,792		8,521,344		117,314,840	
1889.....	249,888		362		13,665,185		4,654,590		84,773,580		28,798,512		2,673,411		9,296,163		173,576,447	
1890.....	272,956		610		9,126,046		9,324,484		94,391,620		74,063,312		3,085,129		13,578,080		204,506,701	
1891.....	377,216		422		27,793,776		15,127,158		98,253,523		73,404,372		3,483,375		11,042,163		205,826,347	
1892.....	320,572		389		34,223,568		22,639,496		86,139,538		85,773,164		3,972,963		13,931,020		246,726,243	
1893.....	271,011		381		17,914,303		23,372,064		85,136,955		75,244,700		1,508,853		12,092,400		215,888,245	

## EXHIBIT G.

## INSPECTION FROM STORE—Comparative Statement of Out-Inspection from 1883 to 1893, inclusive.

YEAR.	WINTER WHEAT.		SPRING WHEAT.		CORN.		OATS.		RYE.		BARLEY.		TOTAL.		COMBINED TOTALS OF IN AND OUT-INSPECTION.	
	Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.		Bushels.	
1883 .....	5,201,303		5,851,521		52,391,148		6,415,597		3,190,923		744,086		73,797,578		211,216,444	
1884 .....	4,441,460		12,996,124		39,067,783		6,621,298		2,037,022		1,266,691		58,830,778		187,479,140	
1885 .....	1,501,665		7,715,030		31,061,591		3,665,637		738,209		296,790		45,578,922		177,358,882	
1886 .....	2,618,956		10,500,918		41,645,620		4,765,721		635,171		1,052,913		61,249,375		192,778,757	
1887 .....	6,019,271		17,612,628		39,818,323		10,153,370		394,948		1,044,871		75,698,411		295,395,480	
1888 .....	3,060,511		6,395,790		46,254,284		14,818,251		516,942		1,157,523		73,623,331		217,890,293	
1889 .....	9,156,010		3,637,222		66,517,282		20,668,531		1,778,321		1,390,573		103,156,919		276,827,396	
1890 .....	4,183,468		8,070,271		57,285,581		16,839,813		1,666,253		1,753,339		85,744,108		290,251,109	
1891 .....	23,127,985		8,048,566		41,216,363		13,011,975		5,573,607		2,078,177		91,290,883		300,046,230	
1892 .....	21,973,222		16,708,772		46,119,865		18,844,439		2,325,719		1,843,542		107,917,619		354,613,862	
1893 .....	17,183,320		10,911,263		62,014,462		16,064,748		676,180		1,320,529		108,170,592		324,038,747	

EXHIBIT H.  
Average Contents of Car Loads of Grain on All Railroads.

Kind of Grain.	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893
Wheat.....	320	400	410	418	446	479	489	498	504	524	533	554	582	603	614	619	650
Corn.....	400	435	450	473	487	509	517	524	535	550	575	586	591	619	628	668	700
Oats.....	700	800	740	800	834	850	879	914	930	967	996	1,009	1,016	1,016	1,048	1,096	1,100
Rye.....	400	400	450	450	468	480	500	503	507	516	536	548	585	604	601	612	650
Barley .....	450	500	490	536	529	588	588	611	618	620	664	624	647	705	729	785	800

Charge for Inspection—Per Car.

Year.....	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893
Cents.....	25	25	25	25	30	30	35	35	35	35	35	35	30	25	25	25	25

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# REPORT OF WAREHOUSE REGISTRAR.

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## REPORT OF THE WAREHOUSE REGISTRAR.

OFFICE OF THE WAREHOUSE REGISTRAR,  
CHICAGO, ILL., November 1, 1893.

HON. W. S. CANTRELL, *Chairman Railroad and Warehouse Commission, Springfield, Ill.*

DEAR SIR:—In compliance with the rules of your honorable Board, I take pleasure to submit herewith the Twenty-third Annual Report of this office, for the year ending October 31, 1893.

Your Board honored me with the appointment of Registrar, on the 13th day of March, 1893, at which time I assumed the duties of the office, and at once examined the inventory, the books and records. The management of the office changed hands in the most friendly manner.

It seems practicable and necessary to explain briefly the business of the Registration Department to the general public. Often have I had occasion, especially during the World's Fair, to learn that the public is not aware of what the registering of grain by the State is intended for, though this office is nearing its twenty-fifth anniversary.

Chicago is the principal grain market of the Union, as well as of the world. The volume of grain handled here is enormous, as all know. Then it is but proper that the State look after the protection of the various interests, that of the farmer, of the shipper, of the receiver, of the merchant, of the miller, and of the grain storer. A large quantity of all the grain landing here by car or boat is, for a time, stored away in the large elevators. These warehouses, in the first place, must procure a license and are placed under bond by the State. At each warehouse a State grain inspector is stationed who examines the in-coming as well as the out-going grain.

At 7:30 A. M. of each business day, an official messenger brings from each elevator, from the inspector there stationed, a report giving the kind, grade and weight of grain received into store from canal boats or vessels and from each car by number and initials. The report is written in a book specially kept for the purpose. The reports of shipments are likewise entered in detail in "shipping books." These reports of receipts as well as shipments the messenger delivers at the registration office, and the clerks at once copy the reports of the grain receipts, into counter books, from which they are checked off when the warehouse receipts bearing the same numbers are presented for registration and found to be correct.

Soon after the clerks have finished their entries on the counter books in the morning, registration begins to set in, and continues to be very lively during the business hours of the Board of Trade. They often give a man all the work he wishes for. A person holding grain in a warehouse gets his receipt at the elevator office, and when presenting it here for registration, fills out a blank kept for that purpose in this office, describing the grain in detail—for instance: Oct. 31, 1893, presented for registration by Boyden & Co., in Armour "D" elevator, No. of receipt 8376, date of receipt Oct. 30, car No. 8322, bu. 1253.32 lbs., grade and kind No. 2 red winter

wheat—all of which is carefully compared with the receipt before the official stamp is affixed on the latter, and from these filled-out blanks the registration books proper are daily written up, showing date and number of each receipt, name of party presenting same, and amount, kind and grade of grain it represents. The blanks are then put on file.

Each day the Registrar furthermore obtains from the offices of the several warehouse firms a report of the previous day's shipments, describing accurately the receipts they cancel to no longer represent such amounts, and carefully compares such statement with the same receipts which they now also wish to have officially cancelled, and which they attach. If all found correct, each receipt is officially marked "cancelled," after comparing it with the inspector's report of shipments, and the proper entry of such cancellation is then made upon the registration books. And from the registration and shipping books the receipts and shipments of grain are furthermore posted each day to ledgers, and consequently the books of this office contain, day by day, an accurate and detailed description of the amount of grain in store in the warehouses. A "daily report" gives the correct amounts to the Board of Trade the following morning, and a "weekly report" brings a correct summary every Tuesday morning of the preceding week.

Thus the system of registration guards against irregularities and protects the interests of the buyer and seller and storers of grain, regarding the large amounts of such grain that goes into store: and while the grain dealer, who buys an unregistered receipt, is taking whatever risk there may be upon himself, the man holding a registered one has, as it were, a certified check, and consequently what the Clearing House is for the banking public, the Grain Registration is for the grain dealing community.

However, the system is not as yet perfect, and, though good, there is still room for improvement. The present administration has made some changes, as were deemed beneficial. They may speak for themselves.

1. This office used to give the Board of Trade a so-called "early report" every Monday morning, besides the regular and correct weekly report on Tuesday morning. I discontinued the former, for the reason that it must necessarily very often be incorrect, and, therefore, misleading, and it is not required by law. By law the inspection returns of a day's work come into my office the next morning, and the elevator returns as to shipments "the following day"—which may be, say 4 o'clock P. M. How can the Registrar then, get up a report on Monday by 9 A. M., without being compelled to guess at the Saturday and Sunday shipments and the Sunday receipts? I gave the Board, in lieu of the Monday morning report, a "daily report" instead, which is something they never had before: a correct daily statement of the grain movement, based on reliable returns from all the inspectors and all the warehouses of the preceding day's business. This report goes on 'change every morning at 9 o'clock, and it is safe to say that it has met with approval. They now make their own estimates, if they care to, and it gives them, no doubt, better satisfaction.

2. In all of the previous reports of this office with their numerous "tables" of the business transacted, I fail to find a "trial balance" table. In determining the true business status of any one concern for a whole year, it is absolutely necessary, in order to make both a correct and a fair annual showing or report, to state, first, what last year's balance was; then, what the receipts amount to; then, to add both that balance and these receipts, which gives you the actual amount in store in the respective house for the year; then deduct its shipments, and you finally have a balance which constitutes the actual amount in store in the respective elevator at the given date. All the other tables—the same are appended, as heretofore—are most excellent. They show concisely the amount of business transacted through this office, but they fail to show what was, and what is in the warehouse at the present day.

3. Some new rules have been put into effect. My predecessors in their annual and other reports have more or less to say about accumulations or shortages of grain, as the case may be, in some of the elevators; but there



never was heretofore a uniform rule established as to what to do about one thing or the other. Cases of both kinds have occurred during my term, and in order to have warehouse men know what to do in either case, as also to be justified in treating one like the other, I submitted to your Board the following, which met your approval:

#### RULE XVI.

##### ACCUMULATION OF GRAIN, SHORTAGES, AND SUBSTITUTING RECEIPTS.

"When cleaning out a certain kind of grain it shall be the duty of the elevator men to report to the warehouse registrar the correct amount, grade and kind of any and all accumulations. The said registrar shall receive their sworn statement, and shall inform the Railroad and Warehouse Commission of the grain so reported, and also the Chief Inspector, so as to get this grain inspected and receipts issued for same, which receipts must be properly registered and cancelled after shipments are made.

"In case of a shortage the elevator men will make a sworn statement to that effect to the said registrar, giving the reason for such shortage, and cancel the proper receipts that have been outstanding against them, and so clear the registration books of such amounts."

True, in an "accumulation" there is no telling whose grain it really is, but the house being undoubtedly liable for "shortages" which occur even more easily than accumulations, and running all the risk in such shortages, it is but fair to treat cases of accumulations as above rule does.

I had good reasons to also enforce the following rule, which your honorable Board adopted with equal readiness:

"In no case will the Registrar permit to substitute receipts of one house for shipments made from another warehouse and have them presented for cancellation."

During the April wheat "corner," when there was a superabundance of appeals from the decisions of the grain inspectors—as is always the case, more or less, in times of "corners," when men get pinched and want their grain graded higher than nature herself has made it—the necessity arose for the adoption of the following rule:

#### RULE V.—WITHDRAWAL OF APPEAL.

"In case an erroneous name of boat or car number is given by the appellant, and the Committee of Appeals has searched for said boat or car, then the said deposit of fees shall, in the discretion of the Warehouse Registrar, be forfeited by said appellant. Also, when an appeal has been taken and the entry made upon the record of appeals, it shall not be withdrawn while the Committee of Appeals are then in search of said boat or car, without forfeiture of the fees deposited."

It may furthermore be said that there were beneficial changes made in the business system of this office. We have unquestionably improved on writing up the counter books, by using a few more of them and by a better classification of them for the receipts coming in from the different warehouses, so that car numbers are found at a glance, and the service in registering and cancelling receipts is much speedier, and people do not throng the ante-room and even the long hallway any more waiting for their receipts, as heretofore, and at the same time mistakes in registering and cancelling are excluded to the extreme limit of possibility. The cancellation stamp is improved; it now stamps in green ink in lines and larger letters the word "cancelled" over the registration stamp in red ink. The elevator men have unhesitatingly complied with the law requiring them to report their shipments the following day, and we do no longer send out half or more of the office force for a part of the day to gather in the reports. A single ledger system is adopted for all the warehouses, that is to say, each elevator is given a separate ledger, which assures correctness of work in a superior degree. The certificates of appeal inspec-

tion have been improved—it was made impossible to alter that part thereon showing the amount deposited as fee in any way without defacing the certificate.

Rigidly the new rule is enforced that all the books of each and every clerk must each day at the close of business hours be written up in full, and not a particle of the work left over for the morrow. The work of to-day is without any exception finished to-day, so that if any clerk be prevented from duty to-morrow, any one of his colleagues can go on with the work without the slightest hesitation and irritation. Prompt attendance during business hours is demanded, and a time-book is kept to mark down tardiness in the morning or absence during the day. And thus I am enabled to state all the more cheerfully and justly that both the attendance and the service of the clerical force merit all the praise that I can give. Special credit for his unfatiguing labor and ability is due to the chief clerk, Captain Paul Dasso.

During the year the "Armour B Annex" with a capacity of 4,250,000 bushels, the "Hess A," with a capacity of 500,000 bushels, and the "Swanell" house, with a capacity of 150,000 bushels, were added to the list of elevators of "Class A," the last named however, only temporarily. Thus the storage capacity of licensed warehouses in this city was increased 4,900,000 bushels, making a total capacity of 33,100,000 bushels.

The total number of cars received into store last year amounted to 154,085, and of boats 796; the total number of cars received into store this year is 121,728, and of boats 960.

The number of cars not registered last year was 1909, this year 775; of boats last year 4, and this year 11.

The total shipments last year aggregated to 99,817,131 bushels, and the total shipments this year foot up 91,547,190 bushels; the total receipts last year were 109,868,202 bushels, and this year 94,676,987 bushels.

Of a total of 271,041 cars graded by the inspection department, 121,728 were consigned to store; last year 154,085 cars went into store of a total of 320,572 inspected. The balance was sold on track or shipped without transferring to elevator.

Some fault was found on account of the excessively large number of appeals taken. But, as has been shown, the April "corner" was the cause, not the inspection; for the records show indisputably that a much greater percentage of the appeals taken this year were sustained as against the previous year. Compare the following table:

Appeals sustained last year.....	531 cars.....	6 canal boats.
Appeals changed last year .....	429 " ....	4 " " "
Total appeals last year .....	960 " ....	10 " " "
Appeals sustained this year.....	892 cars.....	7 canal boats.
Appeals changed this year .....	445 " ....	2 " " "
Total appeals this year .....	1,337 " ....	9 " " "

The total stock of grain in store last year, at the close of the week ending October 31, 1892. was 19,904,146 bushels, and this year 23,033,943 bushels.

Appended hereto follows the customary series of tabular statements showing the business of the registration department in detail, yet condensed.

Thanking your honorable Board for the many courtesies shown this department, I remain,

(Signed.)

Yours very respectfully,

LOUIS WAGNER,  
Registrar.

## EXHIBIT A-1.

## "Trial Balance" Table for the Year.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
<i>Balance on hand Nov. 1, 1892.</i>						
Armour's A, B and Annex, C, D, E and F.....	2,745,475	2,369,744	597,082	128,564	31,116	5,871,981
Central A and B.....	693,636	1,145,907	604,450	16,962	8,968	2,469,923
Santa Fe.....	735,685	171,287	168,148	6,970	.....	1,082,090
Wabash and Indiana.....	1,057,066	1,340,757	234,640	49,048	110	2,681,621
Alton.....	990,013	22,205	136,300	56,172	.....	1,204,688
Rock Island A.....	483,837	167,127	113,879	67,028	870	832,741
Rock Island B.....	99,455	433,625	11,897	32,537	15,972	593,486
National and St. Louis.....	920,679	278,513	289,170	680	.....	1,489,042
Pacific B.....	739,168	.....	.....	.....	.....	739,168
Neely.....	208,728	107,013	8,108	10,732	170	334,751
Air Line, Galena, Iowa, City, Union, Fulton and St. Paul.....	946,724	1,063,164	398,607	63,914	132,246	2,604,655
Hess A.....	.....	.....	.....	.....	.....	.....
Swanell.....	.....	.....	.....	.....	.....	.....
	9,620,466	7,099,340	2,562,281	432,607	189,452	19,904,146
<i>Received since Nov. 1, 1892.</i>						
Armour's A, B and Annex, C, D, E and F.....	12,141,798	19,606,604	2,019,889	159,369	152,259	34,079,919
Central A and B.....	1,442,130	10,414,151	4,247,736	31,251	54,696	16,189,964
Santa Fe.....	3,218,788	2,419,869	252,401	8,618	.....	5,899,676
Wabash and Indiana.....	2,566,848	4,365,451	1,146,746	7,142	446	8,086,633
Alton.....	3,579,479	3,192	80,401	26,981	.....	3,690,053
Rock Island A.....	1,236,148	639,559	18,907	55,351	62,981	2,012,946
Rock Island B.....	1,385,975	2,295,061	3,671	46,356	23,329	2,754,392
National and St. Louis.....	432,017	3,077,391	393,228	.....	.....	3,902,636
Pacific B.....	1,565,443	.....	.....	.....	.....	1,565,443
Neely.....	679,605	561,182	103,407	23,663	12,424	1,380,281
Air Line, Galena, Iowa, City, Union, Fulton and St. Paul.....	5,567,855	6,978,943	504,014	84,757	1,069,168	14,204,737
Hess A.....	358,897	.....	5,509	.....	.....	364,406
Swanell.....	145,901	.....	.....	.....	.....	145,901
	33,720,884	50,361,403	8,775,909	443,488	1,375,303	94,676,987
<i>Total.</i>						
Armour's A, B and Annex, C, D, E and F.....	14,887,273	21,976,348	2,616,971	287,933	183,375	39,951,900
Central A and B.....	2,135,766	11,560,058	4,852,186	48,213	63,664	18,659,887
Santa Fe.....	3,954,473	2,591,156	420,549	15,588	.....	6,981,766
Wabash and Indiana.....	3,623,914	5,706,208	1,381,386	56,190	556	10,768,254
Alton.....	4,569,492	25,395	216,701	83,153	.....	4,894,645
Rock Island A.....	1,719,995	806,686	132,786	122,379	63,851	2,845,687
Rock Island B.....	485,430	2,728,686	15,568	78,893	39,301	3,347,878
National and St. Louis.....	1,352,696	3,355,901	682,398	680	.....	5,391,678
Pacific B.....	2,704,611	.....	.....	.....	.....	2,704,611
Neely.....	888,333	668,195	111,515	34,395	12,594	1,715,032
Air Line, Galena, Iowa, City, Union, Fulton and St. Paul.....	6,514,579	8,042,107	902,621	148,671	1,201,414	16,809,392
Hess A.....	358,897	.....	5,509	.....	.....	364,406
Swanell.....	145,901	.....	.....	.....	.....	145,901
	43,341,350	57,460,743	11,338,190	876,095	1,564,755	114,581,133
<i>Shipped since Nov. 1, 1892.</i>						
Armour's A, B and Annex, C, D, E and F.....	6,907,884	20,854,563	2,501,786	208,591	132,599	30,605,423
Central A and B.....	1,079,807	11,109,33	4,293,815	23,355	44,857	16,551,164
Santa Fe.....	2,878,035	2,305,589	367,192	14,822	.....	5,565,638
Wabash and Indiana.....	2,238,645	5,379,817	1,580,252	47,946	446	9,047,136
Alton.....	2,853,703	25,395	215,881	83,153	.....	3,178,132
Rock Island A.....	917,324	798,854	127,575	101,338	51,765	1,996,886
Rock Island B.....	212,956	2,642,912	15,568	72,586	35,908	2,979,950
National and St. Louis.....	1,112,772	3,119,460	583,612	187	.....	4,816,031
Pacific B.....	1,741,074	.....	.....	.....	.....	1,741,074
Neely.....	406,047	665,419	101,816	4,733	7,457	1,185,472
Air Line, Galena, Iowa, City, Union, Fulton and St. Paul.....	3,559,408	7,837,635	865,753	102,284	1,042,909	13,407,989
Hess A.....	320,905	.....	5,509	.....	.....	326,414
Swanell.....	145,901	.....	.....	.....	.....	145,901
	24,374,461	54,739,034	10,458,759	658,995	1,315,941	91,547,190

## Exhibit A-1.—Concluded.

Warehouses.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
<i>Balance on hand Oct. 31, 1893.</i>						
Armour's A, B and Annex, C, D, E and F.....	7,979,389	1,121,785	115,185	79,342	50,776	9,346,477
Central A and B.....	1,055,959	450,728	558,371	24,858	18,807	2,108,723
Santa Fe.....	1,076,438	285,567	53,357	766	.....	1,416,728
Wabash and Indiana.....	1,385,269	326,361	1,134	8,244	110	1,721,118
Alton.....	1,715,789	.....	820	.....	.....	1,716,619
Rock Island A.....	802,661	7,802	5,211	21,041	12,086	848,801
Rock Island B.....	272,474	85,774	.....	6,307	3,393	367,948
National and St. Louis.....	239,924	236,444	98,786	493	.....	575,647
Pacific B.....	963,537	.....	.....	.....	.....	963,537
Neely.....	482,286	2,776	9,699	29,662	5,137	529,560
Air Line, Galena, Iowa, City, Union, Fulton and St. Paul.....	2,955,171	201,472	36,868	46,387	158,505	3,461,403
Hess A.....	37,992	.....	.....	.....	.....	37,992
Swanell.....	.....	.....	.....	.....	.....	.....
	18,966,889	2,721,709	879,431	217,100	248,814	23,033,943

## EXHIBIT A-2.

## Receipts into Store—Winter Wheat by Rail.

Warehouses.	3 White.....	4 White.....	2 Hard.....	3 Hard.....	2 Red.....	3 Red.....	4 Red.....	No Grade..	Total.....
Armour A, B and Annex C, D, E & F.....	2,338	.....	561,735	504,730	285,353	348,425	36,855	.....	1,739,436
Central A and B.....	2,576	645	123,538	98,734	221,794	544,066	58,276	.....	1,049,569
Santa Fe.....	575	2,639	209,117	1,892,300	702,660	261,814	37,720	.....	3,106,825
Wabash & Indiana.....	5,436	866	8,193	262,435	827,080	908,471	116,091	2,209	2,130,781
Alton.....	.....	.....	401,262	570,032	135,033	561,595	74,210	.....	1,742,132
Rock Island A.....	.....	.....	49,019	9,191	387,574	31,667	3,798	.....	481,249
Rock Island B.....	.....	.....	17,231	38,499	85,571	69,503	13,998	.....	224,802
National & St. Louis.....	.....	499	6,793	16,971	53,256	217,839	32,299	.....	327,657
Pacific B.....	.....	.....	173,860	201,694	181,779	.....	.....	.....	557,333
Neely.....	3,008	2,865	8,492	86,874	135,748	17,245	96,517	12,457	363,206
Air Line, Galena, Iowa, City, Union, Fulton & St. Paul.....	454	665	318,510	1,142,844	481,253	65,142	143,859	668	2,153,395
Hess A.....	.....	.....	.....	.....	55,539	.....	.....	.....	55,539
Total.....	14,387	8,179	1,877,750	4,824,304	3,552,640	3,025,707	613,023	15,334	13,931,924

## EXHIBIT A-3.

## Winter Wheat by Canal.

Warehouses,	2 Hard.....	3 Hard.....	2 Red.....	3 Red.....	Total.....
Armour A, B and Annex C, D, E and F.....	.....	.....	12,252	7,734	19,986
Central A and B.....	32,960	6,704	79,634	16,544	135,842
Wabash & Indiana.....	66,000	15,220	.....	71,037	152,257
Alton.....	.....	8,644	.....	182,952	222,914
National & St. Louis.....	5,772	5,483	15,100	.....	26,355
Air Line, Galena, Iowa, City, Union, Fulton & St. Paul.....	.....	.....	20,937	.....	20,937
Total.....	104,732	36,051	159,211	278,267	578,291

## EXHIBIT A-4.

*Shipments—Winter Wheat.*

Warehouses.	2 White....	3 White....	4 White....	1 Hard .....	2 Hard .....	3 Hard .....	2 Red .....	3 Red .....	4 Red .....	No grade..	Total.....
Armour A. B & Annex C, D, E and F.....		559			696,662	529,578	212,704	641,872	111,931		2,193,306
Central A & B....	1,520	6,207	1,495		168,553	148,268		643,524	108,015		1,077,582
Santa Fe.....			1,976		208,837	2,057,664	69,150	401,153	43,493	98	2,782,371
Wabash & Ind....	3,713	12,440	1,324		68,720	334,047	13,950	1,378,075	163,515	13,136	1,988,920
Alton.....					483,531	553,964	27,953	838,935	75,110		1,379,493
Rock Island A....		709		1,643	175,209	60,421		133,699	14,486		386,167
Rock Island B....					9,608	118,485		60,819	20,224		209,136
National & St. L.		10,067	1,029		19,368	143,421	5,926				1,054,594
Pacific B.....					449,783	285,982					735,765
Neely.....		3,998	4,412		17,409	91,284		50,515	113,374	19,458	300,450
Air Line, Gal., Iowa, City, Union, Fulton & St. Paul.....		886	665	2,226	449,686	1,330,960	90,877	58,049	153,668	2,520	2,089,537
Hess A.....							55,038				55,038
Total .....	5,233	34,866	10,901	3,869	2,747,366	5,654,074	475,598	5,000,017	885,223	35,212	14,852,359

## EXHIBIT A-5.

*Receipts into Store—Spring Wheat by Rail.*

Warehouses.	2.....	3.....	4.....	No. Grade..	2 White....	3 White....	2 Mixed....	3 Mixed....	1 Northern.	Total .....
Armour A. B and Annex C, D, E & F.....	6,177,373	1,002,088	24,744		2,383	139,681		5,723	808	7,352,800
Central A and B....	99,118	89,563	1,926			686				191,293
Santa Fe.....	13,829	97,470						664		111,963
Wabash & Indiana..	54,366	118,774	12,949			92,541	1,490	3,690		283,810
Alton.....	880,554	181,764	65,916			270,977				1,309,211
Rock Island A.....	322,705	369,458				62,736				754,899
Rock Island B.....	147,943	10,821				2,409				161,173
National & St. Louis	78,005									78,005
Pacific B.....	1,160,816	231,529	2,036		675	2,114		2,440		1,408,110
Neely.....	248,766	13,097	14,261	1,176	608	7,781		4,229		289,918
Air Line, Gal., Ia., C'y, Un'n, Fult. & St. P.	1,084,681	584,385	33,307			19,971		945		1,723,289
Hess A.....	303,358									303,358
Swanell.....	145,901									145,901
Total .....	10,725,915	2,698,949	155,139	1,176	3,666	598,896	1,490	17,691	808	14,203,730

## EXHIBIT A—6.

*Spring Wheat by Canal.*

Warehouses.	2.....	3.....	3 White....	3 Mixed....	1 Northern.	Total.....
Armour A, B & Ann's C, D, E & F	3,011,606	.....	.....	.....	17,970	3,029,576
Central A and B.....	65,426	.....	.....	.....	.....	65,426
Alton .....	168,511	31,031	10,461	5,219	.....	215,222
Neely .....	16,479	10,002	.....	.....	.....	26,481
Air Line, Galena, Iowa, City, Union, Fulton & St. Paul .....	1,666,850	.....	.....	5,384	.....	1,670,234
Total.....	4,928,872	41,033	10,461	8,603	17,970	5,006,939

## EXHIBIT A—7.

*Shipment—Spring Wheat.*

Warehouses.	2 Hard.....	1 Northern.	2.....	3.....	4.....	No Grade..	2 White....	3 White....	2 Mixed....	3 Mixed....	Total.....
Armour A, B & Ann's C, D, E & F	.....	17,970	2,962,140	1,282,606	70,226	66,114	11,094	296,537	.....	8,491	4,714,578
Central A and B.....	.....	.....	.....	600	225	.....	.....	1,400	.....	.....	2,225
Santa Fe.....	.....	.....	.....	95,000	.....	.....	.....	664	.....	.....	95,664
Wabash & Ind..	.....	.....	.....	137,764	14,240	.....	.....	92,541	1,490	3,690	249,725
Alton .....	.....	.....	197,091	222,586	65,916	.....	.....	383,398	.....	5,219	874,210
Rock Island A.....	.....	.....	34,130	387,000	3,546	.....	.....	106,481	.....	.....	531,157
Rock Island B.....	.....	.....	.....	3,219	.....	.....	.....	601	.....	.....	3,820
National & St. L.....	.....	.....	58,178	.....	.....	.....	.....	.....	.....	.....	58,178
Pacific B.....	.....	.....	709,341	287,689	2,036	.....	675	2,527	.....	3,041	1,005,309
Neely.....	.....	.....	.....	44,585	25,567	2,620	2,663	25,933	.....	4,229	105,597
Air Line, Gal'na, Ia., City, Union, Fulton & St. P.....	600	.....	641,746	751,381	35,378	.....	.....	30,325	3,504	6,937	1,469,871
Hess A.....	.....	.....	.....	265,867	.....	.....	.....	.....	.....	.....	265,867
Swanell .....	.....	.....	145,901	.....	.....	.....	.....	.....	.....	.....	145,901
Total .....	600	17,970	5,011,394	3,211,830	207,134	68,734	14,432	940,407	4,994	31,607	9,522,102

EXHIBIT A-8.

Receipts Into Store—Corn by Rail.

Warehouses.	2 Yellow.	3 Yellow.	2 White.	3 White.	2	3	4	No Grade.	Totals.
Armour A, Band Annex C, D, E and F.....	4,109,246	692,504	356,472	47,534	11,394,846	2,531,872	148,948	.....	19,281,422
Central A and B.....	4,423,040	1,108,144	835,931	188,046	2,801,690	798,622	302,678	.....	10,414,151
Santa Fe.....	667,361	302,413	31,969	19,192	866,985	457,988	14,011	.....	2,419,869
Wabash and Indiana.....	1,156,463	1,074,910	367,343	62,532	689,401	544,455	271,937	.....	4,157,651
Alton.....	828	.....	.....	.....	2,364	.....	.....	.....	3,192
Rock Island A.....	130,879	29,814	.....	.....	297,490	123,923	56,953	.....	639,559
Rock Island B.....	376,214	98,076	63,748	4,928	1,380,253	336,838	15,002	.....	2,295,461
National and St. Louis.....	920,235	292,581	220,989	27,204	828,821	163,287	2,108	.....	2,457,492
Neely.....	126,156	39,949	10,489	14,945	208,064	186,644	70,127	.....	2,457,138
Air Line, Galena, Iowa, City, Union, Fulton & St. Paul	1,448,710	732,612	96,973	10,250	2,798,128	1,642,258	100,347	.....	6,829,278
Totals.....	13,365,072	4,371,066	2,070,114	374,381	21,259,154	6,622,887	982,171	2,959	49,054,744

## EXHIBIT A—9.

*Corn by Canal.*

Warehouses.	2 Yellow...	3 Yellow...	2 White...	2	3	4	Total.
Armour, A, B and Annex C, D, E and F...	30,099	10,233	.....	256,608	28,242	.....	325,182
Wabash and Indiana.....	47,927	36,171	8,341	54,202	55,195	5,964	207,800
National and St. Louis.....	47,080	.....	1,833	508,363	62,693	.....	619,969
Neely .....	.....	.....	.....	4,043	.....	.....	4,043
Air Line, Galena, Iowa, City, Union, Ful- ton and St. Paul.....	43,464	1,155	.....	105,046	.....	.....	149,665
Totals.....	168,570	47,559	10,174	928,262	146,130	5,964	1,306,659



EXHIBIT A-10.

Shipments—Corn.

Warehouses.	2 Yellow.	3 Yellow.	2 White.	3 White.	2	3	4	New Grade.	Totals.
Armour A, B and Annex C, D, E and F.....	4,433,110	715,178	358,546	47,891	12,399,036	2,734,706	161,596	.....	20,854,563
Central A and B.....	4,677,216	1,091,743	1,025,409	176,218	3,095,578	742,045	300,217	904	11,109,380
Santa Fe.....	571,296	306,186	105,993	20,269	862,907	433,663	6,175	.....	2,305,589
Wabash and Indiana.....	1,526,369	1,200,595	570,379	81,675	994,437	637,033	338,803	565	5,379,847
Alton.....	828	.....	.....	.....	24,567	.....	.....	.....	25,395
Rock Island A.....	142,279	40,200	.....	.....	410,894	145,425	56,953	3,133	798,884
Rock Island B.....	384,386	116,656	79,127	4,928	1,630,394	411,018	17,003	.....	2,612,912
National and St. Louis.....	980,766	278,557	295,520	27,204	1,389,714	230,975	4,536	.....	3,119,460
Neely.....	149,521	40,236	17,696	15,519	263,440	191,582	76,930	545	665,419
Air Line, Galena, Iowa, City, Union, Fulton & St. Paul	1,617,264	766,106	107,464	12,552	3,471,507	1,696,643	163,099	.....	7,837,635
Totals.....	14,488,020	4,554,857	2,470,134	385,756	24,544,574	7,163,040	1,125,312	4,037	54,739,034

## EXHIBIT A—11.

*Receipts into Store—Oats by Rail.*

Warehouses.	2 White.	3 White.	2	3	No Gr'd.	Total.
Armour A, B, & Annex, C, D, E & F.	299,213	785,268	634,085	44,104	2,301	1,764,971
Central A and B.	502,288	909,973	2,637,347	198,128		4,247,736
Santa Fe.	3,308		249,093			252,401
Wabash and Indiana.	246,891	44,349	855,506			1,146,746
Alton		5,030	31,291			36,321
Rock Island A.		928	17,979			18,907
Rock Island B.		1,467	2,204			3,671
National and St. Louis.	43,630	24,518	165,826	4,828		238,802
Neely		16,198	68,551	18,658		103,407
Air Line, Galena, Iowa, City, Union, Fulton and St. Paul.	24,061	353,910	88,814	26,408		493,193
Hess A.		5,509				5,509
Totals	1,119,391	2,147,150	4,750,696	292,126	2,301	8,311,664

## EXHIBIT A—12.

*Oats by Canal.*

Warehouses.	2 White.	3 White.	2	3	Total.
Armour A, B, and Annex, C, D, E, and F....	109,658	42,345	92,726	10,189	254,918
Alton.....		5,608	38,472		44,080
National and St. Louis.....	51,009	59,882	36,704	6,831	154,426
Air Line, Galena, Iowa, City, Union, Fulton and St. Paul .....	5,628			5,193	10,828
Total .....	166,295	107,835	167,902	22,213	464,245

## EXHIBIT A—13.

*Shipment—Oats.*

Warehouses.	2 White.	3 White.	2	3	No Gr'd.	Total.
Armour A, B & Annex, C, D, E & F.	367,655	862,501	1,145,813	123,513	2,301	2,501,786
Central A and B. ....	505,459	896,784	2,688,716	202,856		4,293,815
Santa Fe.....	3,308	828	350,884	12,172		367,192
Wabash and Indiana.....	250,008	62,234	1,057,347	10,613		1,380,252
Alton .....	10,920	11,671	193,290			215,881
Rock Island A.....	323	16,344	110,908			127,575
Rock Island B.....		1,780	13,788			15,568
National and St. Louis.....	133,960	179,800	252,193	11,659		583,612
Neely .....		17,372	65,786	18,658		101,816
Air Line, Galena, Iowa, City, Union, Fulton and St. Paul.....	29,689	433,662	370,978	31,424		865,753
Hess A. ....		5,509				5,509
Total.....	1,307,322	2,488,538	6,249,703	410,895	2,301	10,458,759

## EXHIBIT A—14.

*Receipts into Store—Rye by Rail.*

Warehouses.				Total.
Armour A, B and Annex C, D, E and F.....	158,226	1,143	.....	159,369
Central A and B.....	25,813	5,438	.....	31,251
Wabash & Indiana.....	7,142	.....	.....	7,142
Alton.....	17,847	5,190	.....	23,037
Rock Island A.....	50,143	5,208	.....	55,351
Rock Island B.....	45,862	494	.....	46,356
St. Louis.....	.....	.....	.....	.....
Neely.....	23,663	.....	.....	23,663
Air Line, Galena and Iowa, City, Fulton, Union & St. P.....	74,708	1,522	183	76,413
Santa Fe.....	7,852	766	.....	8,618
Total.....	411,256	19,761	183	431,200

## EXHIBIT A—15.

*Rye by Canal.*

Warehouses.	2	Total.
Alton.....	3,944	3,944
Air Line, Galena, Iowa, City, Union, Fulton & St. Paul.....	8,344	8,344
Total.....	12,288	12,288

## EXHIBIT A—16.

*Shipments—Rye.*

Warehouses.	.....	.....	No grade.....	Total.
Armour A, B, C, D, E and F.....	189,151	19,440	.....	208,591
Central A and B.....	12,625	10,730	.....	23,355
Wabash & Indiana.....	22,865	25,081	.....	47,946
Alton.....	77,963	5,190	.....	83,153
Rock Island A.....	93,721	7,617	.....	101,338
Rock Island B.....	72,586	.....	.....	72,586
St. Louis.....	65	122	.....	187
Neely.....	1,536	3,197	.....	4,733
Air Line, Galena, Iowa, City, Fulton, Union & St. Paul.....	88,399	13,702	183	102,284
Santa Fe.....	14,822	.....	.....	14,822
Total.....	573,733	85,079	183	658,995

## EXHIBIT A—17.

*Receipts into Store—Barley by Rail.*

Warehouses.	2	3	4	5	No grade.	Total.
Armour A, B and Annex, C, D, E and F.....		150,888	1,371			152,259
Central A and B.....		49,130	5,421	145		54,696
Santa Fe.....						
Wabash and Indiana.....			446			446
Alton.....						
Rock Island A.....		33,770	27,792	808	611	62,981
Rock Island B.....		557	22,772			23,329
National and St. Louis.....						
Neely.....			934	8,722	2,768	12,424
Air Line, Galena, Iowa, City, Union, Fulton and St. Paul.....	16,194	831,666	194,361	26,370	577	1,069,168
Total.....	16,194	1,066,011	253,097	36,045	3,956	1,375,303

## EXHIBIT A—18.

*Shipments—Barley.*

Warehouses.	2	3	4	5	No grade.	Total.
Armour A, B and Annex, C, D, E and F.....	25,884	103,593	1,371	1,751		132,599
Central A and B.....		43,245	1,612			44,857
Santa Fe.....						
Wabash and Indiana.....			446			446
Alton.....						
Rock Island A.....		25,564	24,782	808	611	51,765
Rock Island B.....	876	15,653	19,379			35,908
National and St. Louis.....						
Neely.....			933	6,524		7,457
Air Line, Galena, Iowa, City, Union, Fulton and St. Paul.....	1,321	821,821	202,496	17,271		1,042,909
Total.....	28,081	1,009,876	251,019	26,354	611	1,315,941

# EXHIBIT B-1.

*Showing the Number of Cars and Canal Boats from which Grain was received into the several Public Warehouses of Chicago during the year ending October 31, 1893, and number of said Cars and Canal Boats, Warehouse Receipts for the contents of which have not been Registered.*

Name of Firms.	Number of Warehouses.	Name of Warehouses.	Number Received.		Number not Registered.	
			Cars.....	Vessels and canal boats	Cars.....	Canal boats
Armour Elevator Co.....	8	Armour A, B, & Annex, C, D & Annex, E, F & Swanell.....	43,431	271	52	.....
Central Elevator Co.....	7	Central A and B and Annex.....	21,069	32	53	.....
City of Chicago Grain Elevators (Limited)....	1	Air Line, Galena, Iowa, Fulton, City, Union and St. Paul..	17,927	347	390	3
Chas. Counselman & Co.....	1	Rock Island A.....	2,841	.....	61	.....
Chicago Elevator Co.....	2	Wabash and Indiana.....	10,741	49	32	.....
National Elevator and Dock Co.....	2	National and St. Louis.....	4,875	146	32	.....
Chicago and Pacific Elevator Co.....	2	Pacific B and Hess A.....	2,871	.....	16	7
Santa Fe Elevator and Dock Co.....	1	Santa Fe.....	8,557	.....	108	.....
Geo. A. Seaverns & Co.....	1	Alton.....	4,311	110	.....	.....
Illinois Trust and Savings Bank.....	1	Neely.....	1,718	5	17	.....
A. C. Davis.....	1	Rock Island B.....	4,078	.....	11	.....
Total.....	28	.....	121,728	960	775	11

## EXHIBIT B—2.

*Showing the Number of Cars of each kind of Grain Received into the several Public Warehouses.*

Warehouses.	Winter.	Spring.	Corn.	Oats.	Rye.	Barley	Total.
Armour A, B and Annex, C, D and Annex, E and F.....	2,745	10,845	27,510	1,639	268	220	43,227
Central A and B.....	1,658	311½	15,181½	3,766	61	91	21,069
Santa Fe.....	4,607½	161	3,559	211	15½	.....	8,557
Wabash and Indiana.....	3,382	366	6,357	625	13	1	10,744
Alton.....	2,325	1,949	4	35	1	.....	4,314
Rock Island A.....	664	1,033	978	17	79	70	2,841
Rock Island B.....	833	223	3,428	3	57	34	4,078
National and St. Louis.....	539	139	3,902	205	.....	.....	4,875
Neely.....	540	445	609	73	34	17	1,718
Pacific B.....	740	1,631	20	.....	.....	.....	2,391
Air Line, Galena and Iowa, Fulton, City, Union and St. Paul.....	2,800	2,551	9,862	489	128	1,397	17,227
Hess A.....	83	391	.....	6	.....	.....	480
Swanell.....	.....	207	.....	.....	.....	.....	207
Total.....	20,416½	20,255½	71,500½	7,069	656½	1,830	121,728

## EXHIBIT B—3.

*A Comparative Statement of the Amount of Grain Annually Received into Store by the Public Warehouses of Chicago, from 1883 to 1893, both inclusive, and of the Number of Cars, Canal Boats and Vessels from which such Grain was received; also, the Number of Bushels Shipped from the Public Warehouses during said time.*

	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
Bushels received .....	78,724,751	57,550,974	51,175,511	62,922,522	68,543,823	78,535,602	98,635,862	86,015,478	93,626,654	109,868,202	94,676,987
Bushels shipped .....	73,307,290	59,432,864	46,178,593	61,747,678	75,754,811	73,708,947	101,706,230	85,895,930	94,027,521	90,817,131	91,517,190
Number of cars .....	143,946	103,233	90,401	103,597	108,402	119,644	148,534	125,502	140,941	154,085	121,728
Number of canal boats .....	461	357	467	506	522	319	465	439	331	796	874
Number of vessels .....	10	1	.....	1	.....	1	.....	6	.....	.....	86

## EXHIBIT B—4.

*A Statement Comparing the Number of Cars Annually Inspected on Track, from 1883 to 1893, both inclusive, with the Number Received into Store during the same Years.*

	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
Inspection on track .....	235,213	210,822	212,270	201,103	189,130	211,818	249,883	272,956	277,216	320,572	271,041
Received into store .....	143,946	103,233	90,401	103,957	108,402	113,644	148,534	125,502	140,941	154,085	121,728
Inspected but not stored	91,267	107,589	121,866	97,146	80,728	92,174	101,249	147,454	136,275	166,487	149,313

## EXHIBIT C-1.

*Showing the Number and Disposition of Appeals from the Decision of the Grain Inspection Department to the Committee of Appeals, during the year ending October 31, 1893.*

DATE.	INSPECTION SUSTAINED.					INSPECTION CHANGED.				
	Wheat	Corn..	Oats..	Rye..	Total.	Wheat	Corn..	Oats..	Rye..	Total.
November, 1892.....	76	.....	1	1	78	36	.....	1	.....	37
December, ".....	59	5	.....	.....	64	28	8	2	3	41
January, 1893.....	34	9	.....	.....	43	7	10	1	.....	18
February, ".....	19	17	1	.....	37	19	19	6	.....	44
March, ".....	198	10	.....	.....	208	46	6	.....	.....	52
April, ".....	377	1	.....	.....	378	192	1	1	.....	194
May, ".....	10	3	.....	.....	13	7	.....	.....	.....	7
June, ".....	1	11	6	2	20	2	9	3	.....	14
July, ".....	4	4	1	.....	9	3	.....	2	.....	5
August, ".....	3	1	.....	2	6	5	2	.....	.....	7
September, ".....	25	1	1	.....	27	12	.....	.....	1	13
October, ".....	5	.....	4	.....	9	13	.....	.....	.....	13
Totals.....	811	62	14	5	892	370	55	16	4	445

NOTE.—In addition to the above cars, there were 5 canal boats of corn and 2 of oats sustained, and 2 canal boats of wheat changed.

## EXHIBIT D.

*Storage Capacity of Chicago Elevators of Class "A" at date of this report.*

Names of Elevators.	Grain received from—	Capacity, Bushels.
Armour A.....	Chicago, Milwaukee & St. Paul.....	1,250,000
Armour B and Annex.....	Chicago, Milwaukee & St. Paul.....	4,250,000
Armour C.....	Chicago, Burlington & Quincy.....	1,500,000
Armour D and Annex.....	Chicago, Burlington & Quincy.....	2,300,000
Armour E.....	Chicago, Burlington & Quincy.....	1,250,000
Armour F.....	Chicago, Burlington & Quincy.....	800,000
Central A.....	Illinois Central.....	1,000,000
Central B and Annex.....	Illinois Central.....	1,800,000
Santa Fe.....	Atchison, Topeka & Santa Fe.....	1,500,000
Wabash.....	Wabash, St. Louis & Pacific.....	1,500,000
Indiana.....	Wabash, St. Louis & Pacific.....	1,500,000
Alton.....	Chicago, Alton & S. Louis.....	1,850,000
Rock Island A.....	Chicago, Rock Island & Pacific.....	1,250,000
Rock Island B.....	Chicago, Rock Island & Pacific.....	1,000,000
Air Line.....	Chicago & Northwestern (Galena Division).....	700,000
Galena.....	Chicago & Northwestern (Galena Division).....	700,000
Iowa.....	Chicago & Northwestern.....	1,500,000
Fulton.....	Chicago, Milwaukee & St. Paul.....	400,000
City.....	Chicago & Northwestern.....	1,000,000
Union.....	Railroad and Canal.....	800,000
St. Paul.....	Chicago, Milwaukee & St. Paul.....	900,000
National.....	Chicago, Alton & St. Louis and Canal.....	1,000,000
St. Louis.....	Chicago, Alton & St. Louis and Canal.....	1,000,000
Pacific B.....	Chicago, Milwaukee & St. Paul.....	1,000,000
Neely's.....	Railroads and Canal.....	700,000
Total.....		32,450,000

In addition to the above, the Swanell Elevator, with a capacity of 150,000 bushels, was made regular from April 1, 1893, to July 1, 1893, and cleared through the Armour Elevator Company. Also, the Hess Elevator A, with a capacity of 500,000 bushels, was made regular April 1, 1893, for a time, and cleared through the Pacific B.



## EXHIBIT E.

*Showing the Amounts of the Different Kinds of grain and the Total Amount in Store in Public Warehouses of Chicago, at the close of each Week during the Year ending October 31, 1893.*

Date.	Wheat.	Corn.	Oats.	Rye.	Barley.	Total.
<b>1892.</b>						
November 5.....	10,135,968	7,047,849	2,374,797	407,155	183,653	20,149,422
November 12.....	10,333,707	6,843,270	2,364,717	430,475	186,950	20,159,119
November 19.....	10,089,671	6,368,032	2,472,717	438,845	110,488	19,399,753
November 26.....	10,040,090	5,339,594	2,556,146	427,011	85,218	18,448,059
December 3.....	10,357,176	4,845,940	2,561,406	428,601	55,320	18,248,443
December 10.....	10,706,192	4,580,954	2,410,911	432,693	64,821	18,195,571
December 17.....	11,057,338	4,567,097	2,450,500	427,844	42,151	18,544,930
December 24.....	11,250,459	4,848,574	2,520,414	418,064	51,728	19,098,239
December 31.....	11,751,349	5,049,254	2,554,277	394,705	58,602	19,808,187
<b>1893.</b>						
January 7.....	12,356,981	5,358,518	2,573,131	382,464	59,114	20,730,208
January 14.....	12,793,546	5,594,583	2,503,904	378,647	53,620	21,524,300
January 21.....	13,338,616	5,640,274	2,453,659	377,166	51,869	21,851,584
January 28.....	13,956,215	5,795,246	2,453,154	355,538	50,893	22,611,046
February 4.....	14,253,996	6,102,350	2,467,828	363,856	50,893	23,238,923
February 11.....	14,325,797	6,445,499	2,427,147	365,192	48,035	23,611,670
February 18.....	14,528,865	6,618,918	2,283,897	377,128	48,035	23,856,843
February 25.....	14,538,222	6,661,149	2,217,132	376,579	46,768	24,839,850
March 4.....	14,907,755	6,570,283	2,204,958	381,114	46,768	24,110,878
March 11.....	15,196,985	6,432,087	2,206,956	383,848	54,916	24,274,792
March 18.....	15,382,406	6,111,261	2,293,342	421,298	62,080	24,180,387
March 25.....	15,732,827	6,036,697	2,148,846	437,911	62,327	24,418,608
April 1.....	16,128,460	5,588,728	2,105,444	439,024	56,694	24,318,350
April 8.....	16,707,430	5,274,603	1,942,322	431,941	51,499	24,412,705
April 15.....	17,344,064	5,006,854	1,628,727	419,934	49,348	24,448,927
April 22.....	18,155,925	4,371,752	1,538,851	409,596	21,083	24,497,207
April 29.....	18,612,115	3,522,286	1,235,708	397,476	21,983	23,788,668
May 6.....	19,051,867	2,622,251	456,991	286,116	16,468	22,433,693
May 13.....	19,818,252	1,915,087	587,679	165,068	13,199	22,499,285
May 20.....	19,882,857	1,282,118	537,788	152,643	12,361	21,867,767
May 27.....	20,292,937	1,304,850	597,130	140,051	4,610	22,339,580
June 3.....	20,661,954	2,433,869	794,613	156,018	4,610	24,051,064
June 10.....	20,061,036	2,892,666	610,285	127,276	10,292	23,701,555
June 17.....	19,583,244	2,157,506	281,618	130,800	7,627	22,160,835
June 24.....	19,492,750	1,669,852	293,224	111,968	7,919	21,574,813
July 1.....	19,342,976	2,324,405	366,509	107,708	5,928	22,147,526
July 8.....	19,361,727	2,087,599	357,235	109,170	5,928	21,921,659
July 15.....	19,580,280	1,739,604	217,280	83,382	5,928	21,417,474
July 22.....	19,268,308	1,935,745	241,655	54,582	1,539	21,501,889
July 29.....	19,134,794	1,935,111	177,427	53,806	1,599	21,302,737
August 5.....	18,860,806	1,570,766	353,900	64,285	1,599	20,851,356
August 12.....	18,497,193	1,512,085	353,990	91,264	30,247	20,493,729
August 19.....	18,306,273	1,159,446	573,717	104,968	1,599	20,146,013
August 26.....	18,331,454	1,232,961	755,356	120,396	1,599	20,441,766
September 2.....	18,449,118	1,802,446	928,192	135,619	280	21,315,655
September 9.....	18,509,824	2,200,432	804,498	149,699	1,709	21,666,164
September 16.....	18,578,015	2,213,364	928,102	159,034	5,690	21,884,205
September 23.....	18,926,902	2,753,829	850,851	168,736	41,015	22,741,333
September 30.....	19,237,109	3,960,722	800,852	184,904	153,597	24,337,184
October 7.....	19,132,649	3,183,696	1,043,999	198,631	161,811	23,720,816
October 14.....	19,020,405	2,761,349	924,512	207,205	137,745	23,051,216
October 21.....	19,004,246	2,899,287	842,979	213,868	259,532	23,200,912
October 28.....	18,983,228	2,671,956	785,640	215,477	192,947	22,849,248



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RULES OF PRACTICE  
IN  
ALL CASES AND PROCEEDINGS BEFORE THE COMMISSION.

*Adopted by the Railroad and Warehouse  
Commission of Illinois.*

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IN FORCE FROM AND AFTER NOV. 1, 1893.

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## RULES OF PRACTICE.

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### 1

#### REGULAR SESSIONS.

The regular sessions of the Commission for hearing contested cases and cases under the interlocking law, will be held at its office in Springfield, Illinois, on Tuesday after the first Monday in each month, and continue from day to day thereafter, if necessary, until the business of such meeting is finished. But if the day above designated for such meeting shall at any time fall upon an election day, or a legal holiday, then the meeting shall be held upon the day following.

Sessions for receiving, considering and acting upon petitions, applications and other communications, and also for considering and acting upon any business of the Commission, other than contested cases, may be taken up and disposed of at any time that a quorum of the Commission may be present.

### 2.

#### SPECIAL SESSIONS.

Special sessions may be held at other places, when, in the judgment of the Commission, the public interests require it.

### 3.

#### MEETINGS IN CHICAGO.

The Commission shall meet at the office of the Chief Grain Inspector, in the city of Chicago, on Thursday after the first Monday in each month, for the purpose of auditing the bills of the Grain Department, and for the transaction of such other business as may legally come before it.

### 4.

#### COMPLAINTS.

All complaints must be by petition, printed or written (or partly printed and partly written), setting forth briefly the facts claimed to constitute a violation of the law, and must be verified by the petitioner, or by some officer, agent of corporation, society or organization, or other body making the complaint, to the effect that the allegations of the petition are true to the best of the knowledge or belief of the affiant, and may be sworn to before any officer authorized to administer oaths in the State of Illinois. The name of the carrier or carriers complained against must be stated in full, and the address of the petitioner, with the name and address of his attorney or counselor, if any, must appear upon the petition.

## 5.

## SERVICE OF PETITION.

The Commission will cause a copy of petition, with notice to satisfy or answer the same within a specified time, to be served personally or by mail, in its discretion, upon each carrier complained against.

## 6.

## ANSWERS.

A carrier complained against must answer within twenty days, unless extended, from the date of a notice, but the Commission may, in a particular case, require the answer to be served within a shorter time. The time prescribed in any case may be extended, upon good cause shown, by special order of the Commission. Original answers must be filed with the Secretary of the Commission at its office in Springfield. The answer must admit or deny the material allegations of the petition, and may set forth any additional facts claimed to be material to the issue. The answer must be verified in the same manner as the petition. If the carrier complained against shall make satisfaction before answering, a written acknowledgment thereof must be filed by the complainant or petitioner, and in that case the effect of satisfaction, without other matter, may be set forth in the answer. If satisfaction be made after the filing and service of an answer, a supplementary answer, setting forth the facts and terms of the satisfaction, shall be filed with the Commission and served. The filing of an answer, however, will not be deemed an admission of the sufficiency of the petition, but a motion to dismiss for insufficiency may be made at the hearing.

## 7.

## SERVICE OF PAPERS.

Copy of notices or other papers must be served upon the adverse parties personally or by mail; and when any party has appeared by attorney, service upon such attorney shall be deemed proper service upon the party.

## 8.

## AMENDMENTS.

Amendments to any petition or answer in any proceeding or investigation may be allowed by the Commission in its discretion.

## 9.

## EXTENSIONS OF TIME.

Extensions of time may be granted upon the application of any party to the proceeding in the discretion of the Commission.

## 10.

## STIPULATIONS.

The parties to any proceeding or investigation before the Commission may, by stipulation in writing filed with the Secretary, agree upon the facts, or any portion thereof involved in the controversy, which stipulation shall be regarded as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable.

## 11.

## HEARINGS.

Upon issue being joined the Commission will assign a time and place for hearing the case, which will be at its office in Springfield, unless otherwise ordered. Witnesses will be examined orally before the Commission, and their testimony taken down and filed in the case, unless the facts be agreed upon as provided for in these rules. The complainant must in all cases establish the facts alleged to constitute a violation of the law, unless the carrier complained against admits the same or fails to answer the petition. Facts alleged in the answer must also be proved by the carrier unless admitted by the petitioner. In case of failure to answer, the Commission will take such proof of the facts as may be deemed proper and reasonable, and make such order thereon as the circumstances of the case require.

## 12.

## WITNESSES AND SUBPOENAS.

Subpoenas requiring the attendance of witnesses will, upon the application of either party, or upon the order of the Commission, be issued by the Secretary, under the seal of the Commission. Subpoenas for the production of books, papers or documents (unless directed to issue by the Commission upon its own motion) will only be issued upon application in writing; and when it is sought to compel witnesses, not parties to the proceeding, to produce such documentary evidence, the application must be sworn to and must specify as nearly as may be the books, papers or documents desired, and that the same are in possession of the witness or under his control; and also by facts stated in said applications show that they contain evidence material to the issue. Applications to compel a party to the proceedings to produce books, papers or documents, need only set forth in a general way the books, papers or documents desired to be produced, and that the applicant believes they will be of service in the determination of the case.

## 13.

## PROPOSED FINDINGS.

Upon the final submission of the case, each party must prepare and submit, for the consideration of the Commission, proposed findings embracing the material facts and propositions of law claimed to be established by the evidence.

## 14.

## PRINTING OF PLEADINGS.

For convenience in reading and filing, it is requested that pleadings, briefs and other papers of importance be printed or typewritten whenever practicable, and that only one side of the paper be used.

## 15.

## COPIES.

Copies of any petition, complaint or answer in any matter or proceeding before the Commission, or of any order, decision or opinion by the Commission will be furnished without charge upon application to the Secretary by any person or party to the proceeding. Copy of testimony will be furnished upon such terms as the commission shall prescribe.

Copies of blank forms as contained in these rules will be furnished on application by the Secretary without any charge. This rule shall not apply to copies of opinions, orders or other papers in interlocking or crossing cases.

## 16.

## ADDRESS OF THE COMMISSION.

All complaints concerning anything done, or omitted to be done, by any common carrier and all petitions or answers in any proceeding or application in relation thereto, and all letters and telegrams should be addressed to the chairman of the Commission at Springfield, Illinois, unless otherwise specially directed.

## 17.

## QUORUMS.

Two members of the Commission shall constitute a quorum for the transaction of all business that may come before the Commission, and if no quorum of the Commission shall be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record) until a quorum is present for transaction of business, at which time the hearing shall be proceeded with in the same manner as it would had a quorum been present on the day named in the rules for said meeting. When the Secretary shall be aware in advance that a quorum will not be present on the day named for regular meeting, he shall, so far as practicable, advise all interested parties by letter, or otherwise, of the fact, and also let them know on what day a quorum is expected to be present.

## 18

## MANNER OF CONDUCTING CASES.

In all contested cases, the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as is admissible under the common-law rules of evidence, and each party will be fully heard in argument upon all points of the case by counsel or other representatives.

## 19.

## PRACTICE.

The Commission will be governed by the practice which obtains in the Circuit Courts of Illinois, so far as the same is applicable.

## 20.

## CONFLICT OF RULES.

These rules shall not in any way conflict with the rules of practice in crossing and interlocking cases—heretofore adopted by the Commission—but shall be supplemental thereto.

NOTE.—For the convenience of those having business with the Commission, we have included under the same cover the rules of practice and forms in crossing and interlocking cases heretofore adopted by our predecessors, also forms to be used in other cases, which the Commission desire shall be used in all cases. Blank forms will be furnished free of charge upon application to the Secretary.



FORMS.

*No. 1.—Complaint against Carrier.*

A. B. }  
vs. }  
The ..... Railroad Co. }

The petition of the above named complainant respectfully shows:

I. That (here let complainant state his occupation and place of business.)

II. That the defendant above named is a common carrier engaged in the transportation of freight and passengers by railroad, and as such common carrier, is subject to the laws of the State of Illinois.

III. That (here state concisely the matters complained of.)

Wherefore the petitioner prays that the defendant may be required to answer the charges herein, and that upon a final hearing hereof the Commission will make such order in the premises as may seem meet.

Dated at ....., Illinois, ..... day of ..... , A. D. 18....

A. B.

*Complainant's Signature.*

State of Illinois,                 )  
.....County.                 ) ss.

A. B. being duly sworn, upon his oath, states that he is the complainant in this proceeding, and that the matters set forth in the foregoing petition are true as he verily believes.

A. B.

Subscribed and sworn to before me this ..... day of ....., A. D. 18..

C. D., *Justice of the Peace.*

(Or other officer authorized to administer oaths.)

FORMS.

*No. 2.—Answer.*

The ..... Railroad Co. }  
*ats.* }  
A. B. }

The above named defendants for answer to the complaint in this proceeding respectfully states:

I. That (here follows the usual admissions, denials and averments.)

Wherefore the defendant prays that the complaint be dismissed.

The ..... Railroad Co.

By E. F. (Title of Officer.)

State of ..... } ss.  
County of ..... }

E. F., being duly sworn, says that he is the ..... of the ..... Railroad Company, defendant in this proceeding, and that the foregoing answer is true as he verily believes.

E. F.

Subscribed and sworn to before me this ..... day of ....., 18....

C. D., *Justice of the Peace.*

(Or other officer authorized to administer oaths.)

## INTERLOCKING DEVICES.

## STATUTORY PROVISIONS AND RULES GOVERNING SAME.

## STATUTORY PROVISIONS.

Act relating to crossings on the same level; approved June 3, 1887, in force July 1, 1887.

*AN ACT in regard to the dangers incident to railroad crossings on the same level.*

SECTION 1. That when and in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw-bridge, shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, work or fixtures, shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures, for such crossing, designating the plan of crossing, shall have been filed with such Railroad and Warehouse Commissioners, then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over said crossing or bridge without stopping, any law, or the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of laws contrary thereto are hereby declared not to be applicable in such case: *Provided*, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall, by experience, prove to be unsafe or impracticable, to order the same to be discontinued. [As amended by act approved May 28, 1891.

§ 2. The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners, and said Railroad and Warehouse Commissioners are hereby authorized to allow and reward five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such commissioners shall deem fit, and to allow and reward such other and further sums as they shall deem fit to pay, all other fees, costs and expenses to arise under said application, to be paid by the railroad company or companies in interest, to be taxed and paid or collected as in other cases. And the said Railroad and Warehouse Commissioners are also empowered, on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose, to be fixed by them.

APPROVED June 3, 1887.

## ILLINOIS INTERLOCKING ACT, APPROVED JUNE 2, 1891.

*AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same.*

SECTION 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That in every case where the main tracks of two or more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossings with interlocking or other

safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks; and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such crossing, and the said Railroad and Warehouse Commission shall thereupon view the site of such crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

§ 2. If the said Railroad and Warehouse Commission shall, from information obtained in any manner, have cause to believe that any such grade crossing, as described in section one of this act, is dangerous to the public or to persons operating trains, and requires protection, then it shall be the duty of the said Commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said Commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.

§ 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is for good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said Commission shall, after such hearing, enter an order upon a record book or docket, to be kept for the purpose, denying the petition or discharging the citation if the protection of such crossing as proposed is deemed unnecessary, or, if said commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the Commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested cannot agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliances to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said Commission shall further designate, in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the Railroad and Warehouse Commission shall determine that interlocking or other safety appliances shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all costs of such appliances, together with the expense of putting them in and the future maintenance thereof.

§ 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others in doing so, any order of the said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made, unless the Railroad and Warehouse Commission shall, for good cause shown, extend the time; and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said Commission shall inspect or cause to be inspected the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon such inspection, the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit

empowering the several companies or persons owning or operating the tracks involved therein to run such crossing without stopping, under such rules and regulations as may be in force, or may thereafter be adopted by the said Commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

§ 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act shall forfeit and pay a penalty of \$200 for each week of such refusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.

§ 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the Secretary of said Commission.

§ 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: *Provided*, that this section shall not apply to switch, spur or side tracks.

#### *For the Information of Railroad Officials:*

For the information of railroad officials contemplating the construction and operation of interlocking devices for the protection of grade crossings and junctions, in accordance with the statutory provisions governing the same, as defined in the foregoing acts, the following general rules and specifications are adopted and will be held as requirements by the Railroad and Warehouse Commission, where the approval of any such interlocking signals and switches or permit for operating the same, is applied for, as provided in the several acts of the General Assembly concerning interlocking.

**Filing of petitions.** *All petitions for examination of interlocking devices must be filed with the Secretary of the Commission, and all communications in relation thereto addressed to the Commission at Springfield, Illinois, through its Secretary.*

#### INFORMATION TO BE FILED WITH SECRETARY OF THE COMMISSION WITH PETITION FOR INSPECTION OF ANY INTERLOCKING PLANT.

##### I.

**Request for approval of plan.** Prior to the commencement of the erection of an interlocking plant, general plan as per the requirements of article II should be submitted to the Secretary, which if found satisfactory, will be approved. On completion of plant, information required in articles III and IV must be filed with the Secretary with request for inspection.

##### II.

**Plan.** A petition for the inspection of any interlocking plant, under the acts of 1887 and 1891, must be accompanied by a complete plan in duplicate, showing the location of all main tracks, sidings, switches, cross-overs, and spurs, together with the position of all switch points, signals, detector bars, locks, tower, etc., the same to be fixed by measurement indicated by plain figures, or by a plan drawn to a scale of not less than one hundred feet to one inch.

The method of handling traffic on each track must be shown, and the grade on same indicated per one hundred feet. The number of lever operating each switch, signal, detector bar or lock must be marked on plan at such switch, signal, detector bar or lock. The plan must show all tracks included within the limits of interlocking.

### III.

A complete diagram of locking must be furnished with petition for inspection of any plant. This diagram must correspond with the arrangement of locking dogs as finally located and fixed. Diagram of locking.

### IV.

A manipulation sheet showing the combinations necessary to be set up for each of the several routes governed by signals must be furnished with petition for inspection. Manipulation sheet.

### V.

Where special instructions are issued for the guidance of employees using the tracks within the limits of an interlocking of unusual complicity, a copy of said instructions should be furnished with the petition for inspection. Copy of rules.

## IMPORTANT REQUIREMENTS AND RECOMMENDATIONS FOR GUIDANCE IN CONSTRUCTION.

### VI.

It being desirable that a uniform system of signals should be used at all interlocking plants, it is recommended that all signals should be of the semaphore type. All signals must be so constructed as to go to the danger position by force of gravitation in case of the breakage of connections between the operating lever and the signal. All signals must be provided with a lamp showing front lens properly focused, and a back light, except as hereinafter provided. Style of signals.

### VII.

The home signal should, when practicable, be located on engineman's side of track it governs, and should be not less than fifty (50) feet nor more than two hundred (200) feet in advance of the point it governs, except where special conditions exist. The signal must point to the right of the track it governs, and should have a square end. When the derail or facing point or crossing is set against the traffic governed by the home signal, the signal must be locked in a horizontal position, showing red or danger color light by night, indicating "danger—stop." When the track it governs is clear and safe for the passage of trains the signal may be inclined at an angle of about sixty (60) degrees or more from the horizontal, showing a white or line clear light by night to approaching train, indicating "clear track—advance." In case two signal arms are used on the home signal post, the top signal should in all cases govern main or high speed routes, and the lower signal the diverging route or routes. In mechanical interlocking plants the home signal may be worked by either pipe or wire connections. In case wire is used there must be two lines. Home signal.

## VIII.

**Distant signals** The distant signal should be located not less than twelve hundred (1200) feet in advance of the home signal with which it operates, on the same side of track, with the arm pointing in the same direction. The distant signal should be distinguished by a notch cut in the end of the semaphore arm. It must be so arranged and connected with the home signal that it will be held in a horizontal position, showing green or caution color light by night to approaching train when the home signal indicates danger. The distant signal must be worked by two lines of wire.

## IX.

**Switch indicators.** Rotating indicators, known as pot or disc signals, should only be used as switch indicators, operating with the switch.

## X.

**Dwarf signal.** Dwarf signals having a small arm and suitably adapted as to height, should be similar in design and location to the home signal. It should be used only to govern movements on secondary tracks or movements against the current of traffic on main tracks when such reverse movement becomes necessary, and where necessary in yards.

## XI.

**Bracket posts** Bracket posts should be used in all cases where it is necessary to signal trains, on different tracks, operated in the same direction, from the same main post; the position of the post on bracket to correspond to the position of the tracks on which movements are to be governed.

## XII.

**General arrangement of signals.** The signalman in the tower should be able to see the arms or the back lights of all signals; the back lights of the lamps to be made as small as practicable, having regard to efficiency. When the front lights are visible to the signalman in the tower, no back lights should be provided. If from any unavoidable cause the arm or light of any signal cannot be seen by the signalman, a repeater or indicator should be provided in the signal tower.

## XIII.

**Fixed lights** The fixed lights in the signal tower should be screened off so as not to be mistaken for the signals exhibited to control the running of trains.

## XIV.

**Derail points on high speed tracks.** Where the grade is level the derail point on high speed main route track should be located, when practicable, three hundred (300) feet in advance of fouling point which it protects. In case of a descending grade toward the crossing, the derail point should be located so as to give the same measure of safety equal to three hundred (300) feet in advance of fouling point on high speed tracks having level grade. Where a single main high speed track of one railroad crosses another railroad

at the same level, and traffic is carried in both directions on each track, then derails should be provided on each side of the crossing in the manner hereinbefore described for high speed main tracks. Guard rails may be required.

## XV.

On secondary tracks, such as switching, drilling, storage and low speed tracks, the position of derail point should be located so as to give the same measure of safety indicated for high speed tracks. Derail points on secondary tracks.

## XVI.

When the crossing is made by a switching, drilling, storage or low speed track with a high speed track moving traffic in either direction, the derails on high speed tracks should be located on each side of crossing in the manner first described. A derail should be located on the secondary tracks on each side of crossing in the manner described hereinbefore for switching, drilling, storage or low speed tracks. Derail for main track crossing secondary track.

## XVII.

In case one or more secondary low speed tracks cross each other at grade, each track should be provided with a derail on each side of the crossing. The distance of derail in advance of crossing should be governed by the character of traffic upon such tracks, provided that the same measure of safety is applied to such crossings as is required for the protection at crossings of high speed tracks. Derails on secondary tracks.

## XVIII.

In case a spur, siding or switch connects with the main track between the derail and the crossing which it protects, the spur or siding should be treated as the crossing track, and be provided with a derail in accordance with the foregoing regulations. Derails on spur tracks or sidings.

## XIX.

In case of double track crossings where the current of traffic on each track is, as a rule in one direction, a derail should be provided for back-up movements, and for the further purpose of insuring clearance of crossing before clearance signal can be given on opposing route. The derail should be placed not nearer than one hundred and fifty (150) feet nor more than three hundred (300) feet from crossing. Derails in double track -- back-up derails.

## XX.

In mechanical interlocking plants all derails and point switches whether facing or trailing must be worked either by iron or steel pipe not less than one inch in diameter or by an iron or steel rod. Derails--how worked

## XXI.

All slip switches, movable point frogs and derails should be locked either by a separate line of connections from those used to move such slip switches, movable point frogs or derails, or by double pointed switch and lock movement of approved pattern. Where the double pointed switch and lock movement is used on main tracks, it should be in connection with bolt lock operated in connection with home signals. Locks for derails, slip switches and movable point frogs.

## XXII.

**Switch movements.** Switch movements should be located on long ties extending a sufficient distance from the rail or on other suitable foundation, and the switch movement should be further connected with the rails by a continuous plate extending under the rails, fitted with rail braces to insure accurate adjustment and maintenance of gauge of track.

## XXIII.

**Detector bars.** All derails and facing point switches should be protected by detector bars. The detector bars must exceed the greatest distance between the adjacent wheels of the longest car, and in no case should they be less than forty-five (45) feet in length. The first interval of the movement of switch lever which withdraws the locking pin must at the same time raise the detector bar above the level of the rail. The final movement of the switch lever must return the detector bar to its normal position—level with the rail. If detector bar is not worked on switch lever, it must be actuated before the switch is moved in either direction.

## XXIV.

**Detector bars at crossings.** When a crossing is used for drilling with short trains, or where trains make station stop on or fouling the crossing, a detector bar may be required at the crossing. In such cases the bar should be interlocked with the movement that operates the derails, to insure a clear crossing before an opposing route can be set or signal be given.

## XXV.

**Arrangement of lever—in mechanical machine.** In all mechanical interlocking the levers by which points and signals are worked should be grouped in a tower and supported on a suitable foundation, which should be independent of the foundation of the tower. All levers should be pivoted on one common center, and so arranged as to bring the switch levers and locking levers in the center of the frame. The levers operating home signals should be placed next to levers operating switches and locks, and the levers operating distant signals should be placed on the extremities of the frame following the home signal levers. The levers should be numbered from left to right. The visible parts of the levers above the machine, except the finished part of the handle, should be painted as follows: Switch levers, black; lock levers, blue; switch and lock levers, black and blue; home signal levers, red; distant signal levers, green; and movable point frog levers, black or yellow.

## XXVI.

**Preliminary locking.** The locking should be actuated by the action of the latch rod, or by a device performing similar service in advance of the first movement of any lever. The first act in reversing a lever must lock the levers of all conflicting routes.

## XXVII.

**Locking of levers.** The levers should be so arranged that while the signals are in their normal position, *i. e.*, at Danger, the levers operating points shall be free to move: *Provided, however*, that the preliminary act of reversing any lever shall lock all signal levers



controlling opposing routes. The arrangement of locking must be such as to make it impossible for signalman to lower signal for the approach of a train until he has first set the points in the proper position for it to pass over route governed by such signals. The locking must be so devised as to make it impossible for the signalman to exhibit at the same moment any two signals or combination of signals that can lead to a collision.

### XXVIII.

Signal towers should be so placed and of such height as to afford the best possible view of the functions of the interlocking plant. Signal towers

### XXIX.

Each line of pipe operating points or signals must be automatically compensated. Such automatic compensators must be located at such intervals in the line as to completely provide for expansion and contraction at various temperatures. Automatic compensators.

### XXX.

All pipe compensators and cranks must be fixed on suitable foundations. Foundation of pipe compensators and cranks.

### XXXI.

In case there are cross-overs, turn-outs or other connecting tracks involved in the general system, the movement of cars and trains upon which present an element of danger, which danger will be enhanced by the passage of trains over crossings or junctions without stopping, and consequently at higher speed than would be the case without the permit sought, then, and in all such cases, whether such enhanced danger be of collision between different cars or trains of the same road, or between cars or trains of different roads, it will be necessary, in addition to the protection of the main crossing, to provide by the proper devices and appliances against any such increased collateral dangers in the same complete manner that is required in the case of the main crossing. The material and workmanship must be in all respects first-class, and the entire plant must be constructed in accordance with the best practice in signaling, and the plant as a whole must, when finished, be complete and perfect, and in every way fit for the purpose of its construction. General requirements.

### XXXII.

Inspection for issue of permit will not be made until the entire plant is completed, connected and operated under orders to hold home signal against trains until they have made a full stop for crossing or junction governed by such signal. And in no case will the inspection be made until all information hereinbefore specified to be furnished to the Secretary shall be on file in the office of the Commission. Plant to be complete when inspection is requested.

### XXXIII.

In case any company desires to make any change in the mechanical construction, arrangement or location of any plant now or hereafter operated under permit from the Railroad and Warehouse Commission, or any of the parts of such plant, a Changes in plant after permit is issued.

new or supplemental petition, with amended plans, shall be filed with the Secretary of the Commission, showing specifically the nature of the changes proposed, and a new permit procured thereon to operate such plant as changed or amended, and any such change made without new permit being procured in pursuance of this rule, or any change made by any company in the manner of moving traffic within limits of the plant, not contemplated at the time any permit was obtained will be deemed *ipso facto* to work a forfeiture of the original permit.

RICHARD P. MORGAN,  
DWIGHT C. MORGAN,

*Consulting Engineers.*

## RULES OF PRACTICE

## IN

## CROSSING AND INTERLOCKING CASES.

## I.

For the hearing of cases arising under the act approved May 27, 1889, concerning crossings, and the act approved June 2, 1891, concerning interlocking, there shall be held at the office of the Commission, in the State House, in Springfield, a regular meeting of the Commission, on the Tuesday after the first Monday in each month, and continuing from day to day thereafter, if necessary, until the business of such meeting is finished; but if the day above designated for such meeting shall at any time fall upon a general election day or a legal holiday, then the meeting shall be held upon the day following.

## II.

If no quorum of the Commission shall be present on any day named in these rules for any regular meeting of the Commission, and there are causes on the docket ready for hearing, the Secretary of the Commission shall adjourn such meeting from day to day (noting the same upon the record), until a quorum is present for the transaction of business, at which time the hearings shall be proceeded with in the same manner as they would, had a quorum been present on the day named in the rules for said meeting. When the Secretary shall be aware in advance, that for any reason a quorum will not be present for the transaction of business on the day named for a regular meeting, he shall, so far as practicable, advise all interested parties by letter or otherwise of the fact, and also let them know on what day a quorum is expected.

## III.

Upon the filing of any petition in pursuance of any of the provisions of either of such acts, the Secretary of the Commission shall at once issue and cause to be served upon or delivered to the defendant in such petition, such notice as the law requires, or as may be prescribed by the Commission; and the Secretary shall also, for the better information of such defendant, mail to its president or general manager a copy of the petition; but a failure by defendant to receive the latter shall not be taken as a failure of notice.

## IV.

If the notice provided for in the last rule shall be served upon or received by the defendant ten days before the next regular meeting of the Commission as above established, the case shall stand for hearing at that meeting; but if such notice shall be served or received less than ten days before such next regular monthly meeting, then such petition shall stand for hearing at the next regular monthly meeting succeeding that one.

## V.

In the case of any proceeding begun under the said interlocking act of 1891, by a citation issued by order of the Commission instead of by petition, the Secretary shall make such citation returnable at the next regular monthly meeting of the Commission, if the same shall take place ten days or more after the time of issuing such citation; but if such citation shall not be served upon any defendant therein named ten days or more prior to the first day of the next meeting, then such citation shall stand for hearing at the next regular meeting succeeding.

## VI.

Such answer as any defendant may desire to make to any petition, or such return as any company may desire to make to any citation which may be issued, shall be filed in the office of the Commission not later than the morning of the day upon which said petition or citation stands for hearing upon the docket in accordance with these rules; and such answer or return shall close the written pleadings in the case.

## VII.

Cases shall stand for hearing at such regular meetings in the order of their numbers unless the commission shall for good cause vary such order; and in the general manner of conducting hearings, producing testimony, etc., the Commission will be governed by the general system of practice which obtains in the Circuit Courts of Illinois, so far as the same is applicable to these proceedings.

## VIII.

All evidence offered on any such hearing shall be reported in full by the stenographer of the Commission, who shall write the same out correctly in typewriting, and file the same for reference with the papers in the case in which the same is taken.

## IX.

Every case which may for any reason remain upon the docket, not finally disposed of at the conclusion of any such regular meeting of the Commission, shall stand continued to the next regular meeting, and the Secretary will enter an order to that effect, in such case, without specific action or instructions by the Commission.

## X.

The Secretary of the Commission is hereby empowered, without further specific order, to issue from time to time, under his hand and the seal of the Commission, such subpoenas for witnesses in any cause arising under either of said acts as any party thereto may request to be issued. Said Secretary shall advance no fees for the service of any such subpoenas, but leave the party calling for the same to serve it or procure it to be served as he shall think fit.

## XI.

In every trial had under these rules, the petitioner will open and close the case. Each party to the hearing will be allowed to introduce such evidence as to facts and expert questions as may be thought necessary, provided the same is admissible under the common law rules of evidence; and each party will be fully heard in argument upon all points of the case by counsel or other representative; but no petition for rehearing will be entertained in any such case, unless the right to present the same is expressly reserved in the final decree or order of the Commission.

## XII.

The petition mentioned in section 1 of the act of 1891, concerning interlocking, will be deemed sufficient if in substantially the following form:

*To the Railroad and Warehouse Commission of the State of Illinois:*

The ..... Rail ..... Company represents that it owns and operates a certain railroad extending from ..... to ..... within the State of Illinois; that the main track of said railroad crosses at grade the main track of the ..... Rail ..... Company ..... in the county of .....; that petitioner desires to unite with the said ..... Rail ..... Company in protecting said crossing with proper devices and appliances, thus securing greater safety to persons and property, and enabling trains to pass said crossing without stopping, but is unable to agree with said company upon a plan of the same; that the public good requires that said crossing be so protected; and petitioner files herewith a plat showing the location of the tracks involved in said crossing, and makes said plat a part of this petition. ....

.....  
In consideration of the premises, petitioner prays this Commission to give notice to the said ..... Rail ..... Company, which is made defendant to this petition, and to proceed to view the site of said crossing, and appoint a time and place for a hearing of this petition, and that upon such hearing the Commission will enter an order prescribing a proper device and machinery for the protection of said crossing in pursuance of an act of the General Assembly, entitled "An act to protect persons and property from danger at the crossings and junctions of railroads," etc., approved June 2, 1891; and petitioner further prays that the Commission will fix in such order the proportion of the cost for the construction, maintenance and operation of such device which each of the parties hereto shall pay; and prays generally for such other relief as may be appropriate to the case.

.....  
*Petitioner.*

.....  
*Its Solicitor.*

## XIII.

The notice to be given in pursuance of section 1 of said act of 1891, may be in substance as follows:

*Office of the Railroad and Warehouse Commission of the State of Illinois.*

To the ..... Rail..... Company:

You are hereby notified that on the ..... day of ....., 189..., the..... Rail..... Company filed in the office of the Railroad and Warehouse Commission of the State of Illinois a petition, praying for the protection, by proper devices and machinery, of a certain grade crossing of the main tracks of your railroad and that of the said petitioner, situated.....

..... in the county of ....., in the State of Illinois, in pursuance of an act of the General Assembly approved June 2, 1891, entitled "An act to protect persons and property from danger at the crossings and junctions of railroads," etc.; and you are hereby further notified that under the rules of said Commission the said petition will stand for hearing at the office of said Commission in the State House, in the city of Springfield, Illinois, on ....., the ..... day of ....., 189..., at 9 o'clock A. M., at which time and place the said Commission will proceed to try the question whether or not the said crossing shall be protected by interlocking or other devices, and in case the said companies are unable to agree, to prescribe, if the public good is deemed to require it what kind of device, equipment and machinery shall be put in by the companies concerned, and the proportion of the cost of the construction, maintenance and operation thereof, which each of said companies shall pay; and you can, if you think proper, appear through your proper officers or counsel at the time and place above mentioned, and be fully heard by the Commission upon all the matters involved in said petition.

The Commission will, if practicable, advise you of the time when the site of said crossing will be viewed, so you may be present if you desire.

Witness..... Secretary of said Commission, and  
the seal thereof, at Springfield, Illinois, this.....  
day of..... A. D. 189....

.....  
*Secretary.*

## XIV.

The citation provided for in section 2 of said act of 1891, may be in substantially the following form:

*Office of the Railroad and Warehouse Commission of the State of Illinois.*

To the ..... Rail ..... Company:

WHEREAS, facts have come to the knowledge of the Railroad and Warehouse Commission of the State of Illinois, which give the said Commission cause to believe that the grade crossing between the main tracks of the..... Rail..... Company and the..... Rail..... Company, situated..... in the county of..... in the State of Illinois, is probably dangerous to the public, and to persons operating trains across and over the same, and that said crossing probably requires protection by proper devices, machinery and appliances, in accordance with an act of the General Assembly entitled, "An act to protect persons and property from danger at the crossing and junctions of railroads," etc., approved June 2, 1891;

Now, therefore, you, the said.....  
 Rail.....Company, impleaded herein with the said.....  
 Rail.....Company, are  
 hereby notified and cited to come before the said Railroad and Warehouse  
 Commission at.....day of.....189., at the hour  
 of.....o'clock....M., then and there to show cause why you should not  
 be required to unite with said.....  
 Rail.....Company in providing said crossing with such safety ap-  
 pliances, devices and machinery, as may, in the judgment of said Com-  
 mission, after full hearing, be thought requisite for the proper protection  
 thereof; and said Commission, in case the protection of said crossing is,  
 after hearing, deemed necessary, will also, unless the companies agree  
 thereon, prescribe and order proper devices, machinery and appliances for  
 the protection of said crossing, and also fix the proportion of cost each  
 company concerned shall pay for the construction, maintenance and opera-  
 tion thereof; upon all which matters you will, through your proper officer  
 or counsel, be fully heard at the time and place specified, if you see fit to  
 appear.

Witness.....Secretary of said Commission and  
 the seal thereof, at Springfield, Illinois, this.....  
 day of.....A. D. 189..

.....  
*Secretary.*

#### XV.

The form of notification to be given in cases arising under the act of  
 1889, concerning crossings, may be in substantially the following form:

*Office of the Railroad and Warehouse Commission of the State of Illinois.*

To the.....Rail.....Company:

You are hereby notified that on.....day of.....  
 189., the.....Rail.....Company  
 filed in the office of the Railroad and Warehouse Commission of the State  
 of Illinois, a petition praying the Commission for leave to cross with its  
 tracks the main line of your railroad at.....in the  
 county of....., in the State of Illinois, in pursuance of an act  
 of the General Assembly approved May 27, 1889, entitled, "An act in re-  
 lation to the crossing of one railway by another, and to prevent danger  
 to life and property from grade crossings;" and you are further notified  
 that under the rules of said Commission the said petition will stand for  
 hearing at the office of said Commission, in the State House, in the city  
 of Springfield, Illinois, on.....the.....day of.....  
 189., at 9 o'clock A. M., at which time and place you can appear through  
 your proper officers or counsel and be heard upon the questions involved  
 in said petition, if you see fit to do so.

The Commission will, if practicable, advise you of the time when the  
 site of said crossing will be viewed, so you may be present if you desire.

Witness.....Secretary of said Commission and  
 the seal thereof, at Springfield, Illinois, this.....  
 day of.....A. D. 189..

.....  
*Secretary.*





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# RULES

ADOPTED BY THE

## RAILROAD AND WAREHOUSE COMMISSIONERS

*For the Administration of the Departments of Grain Inspection  
and Warehouse Registration in the City of Chicago, and  
for the Government of the Committee of Appeals.*

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IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

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# RULES

PREScribed BY THE BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS FOR THE ADMINISTRATION OF THE DEPARTMENTS OF GRAIN INSPECTION AND WAREHOUSE REGISTRATION IN THE CITY OF CHICAGO, AND IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

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## RULE I.—OFFICE HOURS.

The offices of the Chief Inspector of Grain and the Warehouse Registrar for the City of Chicago shall be open for business at 8 o'clock A. M. from the 15th day of April to the 15th day of November and at 9 o'clock A. M. during the remainder of the year, and shall be kept open for business until 5 o'clock P. M. during the entire year.

## RULE II.—BOOKS AND RECORDS.

The said Chief Inspector shall keep a set of books in which shall be entered an accurate account of all grain inspected, showing the quantity and quality of each variety, the amount of inspection fees chargeable thereon, by whom payable and the amount collected; which books shall be open at all times to the inspection of the Commissioners. He shall also keep books of record of the inspection, accurately describing the separate lots of grain inspected, and shall, on application, furnish the Warehouse Registrar with such information as may be necessary to enable that officer to keep a record of all grain inspected into and out of all warehouses of Class "A."

## RULE III.—DUTIES OF THE CHIEF INSPECTOR.

The said Chief Inspector shall have a general supervision of all assistant inspectors and employes of his department, and enforce all laws, rules and regulations pertaining thereto, and shall report promptly if, in his opinion, the services of any employe can properly be dispensed with. It shall be his duty to assign all assistant inspectors to their respective posts and to change the assignment of all third assistant inspectors at least every sixty days if, in his judgment, the service would be benefited thereby.

In case of emergencies the said Chief Inspector shall have power to employ temporarily, in accordance with law, such additional help as the exigencies of the service may, in his opinion, demand; certifying that such additional help was necessary and reporting the same monthly to the Commissioners.

And it shall be the duty of said Chief Inspector, when, in his judgment, the interest of the service demands immediate action, to relieve from duty any of the employes in his department for any gross violation of duty,

and at once report the same to the Commissioners, with such facts in the case as may be at his command upon which such action shall have been taken.

#### RULE IV.—MONTHLY REPORTS AND PAY ROLLS.

The said Chief Inspector shall, previous to the first Tuesday after the first Saturday in each month, transmit to the office of the Commission a statement (in duplicate) of (1) the amount of cash receipts from any and all sources during the previous month; (2) the amount of uncollected bills due the department and a list of the names of persons or firms from whom due, with the respective amounts due from each; (3) the expenses of the department for the previous month, the statement to be accompanied by the bills of said expenses and the pay rolls, giving the names and duties of all employes of the department (including those employed in the office of the Warehouse Registrar and the Committee of Appeals) and the amount due to each: said bills and pay rolls being certified as correct by the Chief Inspector and Warehouse Registrar, as the case may be.

Upon the approval of said bills and pay rolls by the Commission, and the return of the same to the Chief Inspector, the said Chief Inspector shall forthwith proceed to pay the said bills and pay rolls from the funds of the department, and file the same, duly receipted, in his office as vouchers for such payment.

#### RULE V.—COLLECTION AND DISBURSEMENT OF FUNDS.

The Chief Inspector is hereby authorized and directed to collect such charges for inspection of grain as may be established from time to time by the Railroad and Warehouse Commission, and all other moneys that may become due on account of inspection service in the City of Chicago, and deposit the same to his own credit as Chief Inspector, to be drawn by him as Chief Inspector for the payment of salaries and other expenses of the department, upon pay rolls and bills of expense approved by the Commission, as approved in Rule IV. above.

He shall also daily report to the Commissioners the amount of collections made by him as Chief Inspector.

He is also authorized to make such arrangements for the collection of said inspection fees as he may deem proper, reporting the same to the Commissioners for their approval; and enforcing all such provisions in the premises as the Commissioners may enact.

#### RULE VI.—FEES FOR INSPECTION.

The said Chief Inspector is hereby authorized to collect, until further notice, on all grain inspected under his direction as follows:

*For Inspection on Arrival*—Twenty-five cents per car load, ten cents per wagon load; forty cents per 1,000 bushels from canal boats, or vessels, and one-fourth of one cent per bushel from bags.

*For Inspection from Store*—Fifty cents per 1,000 bushels to vessels; thirty-five cents per car load to cars; thirty-five cents per car load to teams, or ten cents per wagon load to teams.

#### RULE VII.—CUSTODY OF THE FUNDS, BOOKS AND PROPERTY.

The said Chief Inspector shall deliver to his successor in office all moneys, books, papers and other property remaining in his hands or subject to his control at the expiration of his term of office or upon his removal from or discontinuance in office as such Chief Inspector, or turn the same over to the Board of Railroad and Warehouse Commissioners at any time when demanded by said Commissioners.

### RULE VIII.—BASIS OF INSPECTION.

The grading and inspection of grain shall be strictly in accordance with the provisions of the thirteenth section of the act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to Article XIII of the constitution of the State of Illinois, approved April 25, 1871; in force July 1, 1871.

### RULE IX.—"PLUGGED," "LOADED" OR "SCoured" GRAIN.

The said Chief Inspector and all persons inspecting grain under his direction shall in no case make the grade of the grain above that of the poorest quality found in any lot of grain inspected, when it has evidently been "plugged" or otherwise improperly "loaded" for the purpose of deception. Wheat which has been subjected to "scouring" or to some process equivalent thereto, shall not be graded higher than No. 3.

### RULE X.—ATTEMPTS AT FRAUD OR INTERFERENCE.

All persons employed in the inspection of grain shall promptly report to the Chief inspector in writing all attempts to defraud the system of grain inspection established by law; and all instances where warehousemen shall deliver, or attempt to deliver grain of a lower grade than that called for by the warehouse receipt.

They shall also in the same manner report all attempts of receivers or shippers of grain, or any other person interested therein, to instruct, or in any improper way to influence the action or opinion of any inspector in the discharge of his duty; and the Chief Inspector shall report all such cases to the Commission.

### RULE XI.—TERMS AND SERVICE OF EMPLOYEES.

All persons appointed by the Commission to fill the various positions under the law, will hold the several positions for such time only as, in the judgment of the Commission, the interests of the service in which they may be employed shall demand.

And the compensation of all persons so appointed shall cease at the time their services are dispensed with.

### RULE XII.—PERQUISITES PROHIBITED.

The employes of the Inspection Department are hereby prohibited from asking or receiving compensation from any railroad company, warehouseman, vessel owner or agent, or any other person, for any service rendered in the line of their duty as such employes. Any employe guilty of this offense shall be discharged from the service.

### RULE XIII.—SUNDAY AND OTHER EXTRA SERVICE.

If any railroad company with a terminus at Chicago, any warehouseman, shipper, vessel owner or agent or any other proper person, shall desire the service of any employe of the Grain Inspection Department for the purpose of inspecting grain or doing other work in the line of his duty as such employe on Sunday, or on a legal holiday, or at night, said company, warehouseman or person shall apply to the Chief Inspector of Grain for the service of such employe; and the Chief Inspector shall, if in his opinion great necessity exists for the service being rendered on Sunday or a legal holiday or at night, require such employe to perform the duty: *Provided*, That no employe shall be required to do any service in the line of his duty on Sunday if he has conscientious scruples against Sunday labor: *And, provided, further*, That no grain shall be inspected out of any elevator after dark unless the person requesting such inspection shall furnish to

the Chief Inspector, or to the inspector having charge of the elevator where such service is to be performed, a night order, written upon the blanks furnished by the department for that purpose, and signed by the owners of the grain, relieving the inspector from all responsibility for damage which may be caused by such mistakes as are liable to occur by reason of the darkness; and in every case the inspector must be personally present during the delivery of such grain on board.

#### RULE XIV.—COMPENSATION FOR EXTRA SERVICE.

Extra compensation at the rate of the regular wages of the employé shall be paid by the Grain Inspection Department to any employé who shall be required to do any work on Sunday, or a legal holiday, as provided in Rule XIII and any employé who shall be required to work at night, as provided in said rule, shall receive upon each night order which shall be completed before midnight the sum of three dollars, and upon all night orders requiring his presence after that time, five dollars. The cost of such service to the department shall be charged and collected from the company, warehouseman, vessel owner, agent, or other person at whose request it was rendered.

#### RULE XV.—DUTIES OF THE WAREHOUSE REGISTRAR.

It shall be the duty of the Warehouse Registrar to keep a registration book for each elevator of class "A" doing business in Chicago, in which shall be entered a correct description of each warehouse receipt that may be registered. And it shall furthermore be his duty to have the warehousemen or merchants present any and all such receipts for registration at once, after the inspection of the grain and the report thereof made to this office by the inspector stationed at the respective elevator.

When such receipts are presented for registration the said Registrar shall carefully compare the same with the returns which shall have been made to him by the inspectors stationed at the respective elevators, and if he shall thereby be satisfied of the correctness of the same, he shall stamp them with a proper stamp for that purpose, containing, in legible letters the date of such presentation and the name of the Registrar, with the title of his office, "Warehouse Registrar, Chicago;" but if he shall find that any differences exist, he shall institute a thorough examination into the reasons therefor, and shall have such error corrected before affixing his stamp.

And if it shall appear that any fraud in the issuance of such receipts shall have been attempted by the warehousemen, the said Registrar shall at once report the same to the Commission.

#### RULE XVI.—ACCUMULATIONS OF GRAIN, SHORTAGES AND SUBSTITUTING RECEIPTS.

When cleaning out a certain kind of grain, it shall be the duty of the elevator men to report to the Warehouse Registrar the correct amount, grade and kind of any and all accumulations. The said Registrar shall receive their sworn statement, and shall inform the Railroad and Warehouse Commission of the grain so reported, and also the Chief Inspector, so as to get this grain inspected and receipts issued for same, which receipts must be properly registered and cancelled after shipments are made.

In case of a shortage the elevator men will make a sworn statement to that effect to the said Registrar, giving the reason for such shortage, and cancel the proper receipts that have been outstanding against them, and so clear the registration books of such amounts.

In no case will the Registrar permit substitute receipts of one house for shipments made from another warehouse and have them presented for cancellation.

### RULE XVII.—REGISTRATION RECORDS.

The said Registrar shall carefully preserve all reports of receipts and shipments made to his office by the elevators of class "A," in pursuance of law, or such regulations as may be established, and shall keep an accurate account of the grain so reported, in proper books, with each warehouse firm of class "A," and when such reported shipments shall agree with the receipts cancelled for each shipment he shall mark "cancelled," with the date thereof, on his registration book, opposite the recorded description of such receipt.

### RULE XVIII.—THE REGISTRAR'S ASSISTANTS.

The said Registrar shall have general supervision over his assistants and such employes as the Commission may appoint, and shall direct all such employes in the discharge of their duties. In case of emergencies he shall have power to employ temporarily such additional assistants as the exigencies of the service may demand, reporting the same monthly to the Commission, and certifying that such additional assistance was necessary. He shall also report to the Commission monthly, if, in his opinion, the services of the persons so employed can be properly dispensed with.

### RULE XIX.—WAREHOUSE LICENSES.

The said Registrar shall procure from the clerk of the circuit court of Cook county, and keep in his office, a complete list of all warehouse licenses granted by said circuit court of Cook county.

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## R U L E S

FOR THE GOVERNMENT OF THE COMMITTEE OF APPEALS, ESTABLISHED  
BY THE BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS,  
AND IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

### RULE I.—HOW APPEALS MUST BE TAKEN.

Any person, owner, consignee, warehouseman or shipper desiring to take an appeal from the decision of any grain inspector, as provided by law, shall make his said appeal in writing in a "Record of Appeals" provided for that purpose in the office of the Warehouse Registrar, clearly setting forth the kind, grade and locality of the grain in question, within twenty-four hours after the report of said inspector shall have been made; and in case such appeal shall not be taken within twenty-four hours, as aforesaid, or in case the grain in dispute shall have passed into a warehouse or away from the warehouse after inspection from store, or shall in any other manner have lost its identity, then the right of appeal shall be deemed waived and shall no longer exist.

### RULE II.—NOTICES TO THE COMMITTEE.

It shall be the duty of the Warehouse Registrar, immediately upon receiving an appeal, as aforesaid, to ascertain from the Chief Inspector whether the car, canal boat or vessel in question has been entered in his office for re-inspection; and if it has not, to issue a notice to each member of the Committee of Appeals, apprising them of the fact of such appeal, and stating the kind and location of the grain, and the grade given to it by the local inspector; but if such car, canal boat or vessel shall have

been entered in the office of the Chief Inspector for re-inspection, then notices to the committee, as above provided, shall not be issued until report of such re-inspection shall have been made.

### RULE III.—DUTIES OF THE COMMITTEE.

It shall be the duty of the Board of Appeals, upon the receipt of notice as af resaid, to proceed at once to carefully examine the grain in question, and render their decision as to the quality and grade thereof, in accordance with the legal standard established by the Railroad and Warehouse Commission under the laws of the State, in writing, upon the "Record of Appeals" provided for the purpose in the office of the Warehouse Registrar, said decision to be final: and the Chief Inspector shall, when so requested, issue a certificate of the grade of the grain in question in accordance with the decision of the Committee of Appeals.

It shall also be the duty of said Committee of Appeals to furnish to the Chief Inspector a fair sample of each lot of grain, the grade of which has been changed by them.

### RULE IV.—DEPOSIT CHARGED FOR AN APPEAL.

In every case of appeal from the decision of the Inspection Department, if the appeal be on a car load, the appellant shall, at the time of taking his appeal, deposit with the Warehouse Registrar the sum of \$5; and if on a boat load the sum of \$9; which sum shall, upon demand, be returned to the appellant if the appeal be sustained; but, if the appeal be not sustained, said sum shall be turned over within two days to the Chief Inspector, to be by him deposited with the funds of the department.

### RULE V.—WITHDRAWAL OF APPEAL.

In case an erroneous name of boat or car number is given by the appellant, and the Committee of Appeals has searched for said boat or car, then the said deposit of fees shall, in the discretion of the Warehouse Registrar, be forfeited by said appellant. Also, when an appeal has been taken and the entry made upon the "Record of Appeals," it shall not be withdrawn while the Committee of Appeals are then in search of said boat or car, without forfeiture of the fees deposited.

### RULE VI.—RECORDS OF THE COMMITTEE.

The Warehouse Registrar shall keep in his office a correct record of all the official acts of said Committee of Appeals, and shall, immediately after each decision of said committee changing the grade of any lot of grain, report such change to the Chief Inspector.



## RULES

FOR THE GOVERNMENT OF THE ASSISTANT INSPECTORS AND HELPERS, ESTABLISHED BY THE CHIEF INSPECTOR AND APPROVED BY THE BOARD OF RAILROAD AND WAREHOUSE COMMISSIONERS, AND IN FORCE FROM AND AFTER SEPTEMBER 1, 1893.

### RULE I.—HOURS OF SERVICE.

Assistant inspectors and helpers will be at their posts and ready for business on the railroad tracks or at the elevators to which they may be assigned at 7 o'clock A. M. each morning from the 15th day of March to the 15th day of November, and at 8 o'clock A. M. during the remainder of the year. They will remain at their posts until 6 o'clock P. M. from the 15th day of April until the 1st day of October, and until 5 o'clock P. M. during the remainder of the year.

### RULE II.—EARLIER HOURS.

When the receipts are large and the interests of the trade require an early inspection, all assistant inspectors and helpers assigned to duty on the track will begin work at as early an hour as practicable.

### RULE III.—EVENING WORK.

Inspectors stationed at elevators will, when necessary to complete the cargo or shipment upon which they may be engaged, remain on duty as late in the evening as they can see to inspect grain safely.

### RULE IV.—WET WEATHER AND DARKNESS.

No inspector stationed at an elevator is authorized to inspect out of store after dark or in wet weather, except on receipt, personally, or through the office of the Chief Inspector, of an order written upon the printed blanks furnished by the department, filled and signed by the owner of the grain, or his authorized agent, relieving such inspector of all responsibility for damage which may be caused by such wet weather, or loss by such errors as are liable to occur by reason of darkness, but in every case the inspector must be personally present when the grain is actually delivered on board, making his report of the inspection after such actual delivery.

### RULE V.—VESSELS AND CARS TO BE CLEAN.

Assistant inspectors stationed at elevators will see that the vessel or car into which they may inspect grain is clean and in proper condition to receive the same.

### RULE VI.—RETURNS AND RECORDS OF ASSISTANTS.

All entries in registration, shipping and track books, of grade, weight, quality, character and general remarks relating to the grain, must be plainly written and correctly footed; observation to be avoided as much as possible, that no mistakes may be made in copying the same.

Entries on track and registration books must be continuous, in order that there be but one footing of columns to each daily report sent to this office. All inspection tickets placed upon cars by inspectors on track must be plainly written with the aniline pencil furnished for that purpose.

Each assistant inspector in charge of track inspection must sign his name and official rank to each daily return of inspection, and each inspector stationed at an elevator will sign his name and rank to each stub and duplicate on each page of his shipping book, and at the end of his daily report on registration book.

## RULE VII.—DUTIES OF THE MESSENGER.

It shall be the duty of the messenger to collect from the different inspection stations the books containing the daily reports of inspection, and from the elevators the registration and shipping books and samples of shipments, so timing his trips that the collections from the elevators shall be returned to this office by 8 o'clock A. M., and the books from the inspection stations by 11 o'clock A. M. each day. He shall also collect from the elevators or tracks such samples of grain as may be required for the use of this office.

## RULE VIII.—HOURS OF MAKING REPORTS.

Inspectors at elevators will have their shipping and registration books written up at night, that the messenger may collect them on his first or early morning trip, arriving at this office at 8 o'clock A. M. Said inspectors will make up their report of receipts into store at 12 o'clock, noon, on the last day of each month, and immediately forward the same to the registration office.

## RULE IX.

Any use whatever of malt, vinous or spirituous liquors by the employés of the department is strictly prohibited. The penalty for *any* violation of this rule shall be suspension, and the penalty for intoxication shall be discharge from the service.

WM. S. CANTRELL,  
C. F. LAPE,  
THOMAS GAHAN,  
*Commissioners.*

J. W. YANTIS, *Secretary.*

SPRINGFIELD, ILL., September I, 1893.

# RULES

## GOVERNING THE INSPECTION OF GRAIN IN THE CITY OF CHICAGO, STATE OF ILLINOIS.

IN FORCE FROM AND AFTER NOVEMBER 1<sup>st</sup>, 1892.

The following are the rules adopted by the Board of Railroad and Warehouse Commissioners establishing a proper number and standard of grades for the inspection of grain, as revised by them; the same to take effect on and after the 14th day of November, 1892, in lieu of all rules on the same subject heretofore existing:

### RULE 1.—WINTER WHEAT.

No. 1 White Winter Wheat—shall be pure White Winter Wheat, or Red and White mixed; sound, plump and well cleaned.

No. 2 White Winter Wheat—shall be White Winter Wheat, or Red and White mixed: sound and reasonably clean.

No. 3 White Winter Wheat—shall include White Winter Wheat, or Red and White mixed, not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 White Winter Wheat—shall include White Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

No. 1 Long Red Winter Wheat—shall be pure Red Winter Wheat of the long-berried varieties; sound, plump and well cleaned.

No. 2 Long Red Winter Wheat—shall be of the same varieties as No. 1, sound and reasonably clean.

Hard Winter Wheat—The grades of Nos. 1, 2 and 3 Hard Winter Wheat shall correspond in all respects with the grades of Nos. 1, 2, and 3 Red Winter Wheat, except that they shall be of the Turkish variety.

In case of mixture of Turkish Red Winter Wheat with Red Winter Wheat, it shall be graded according to the quality thereof and classed as Hard Winter Wheat.

No. 1 Red Winter Wheat—shall be pure Red Winter Wheat of both light and dark colors, of the shorter-berried varieties: sound, plump and well cleaned.

No. 2 Red Winter Wheat—shall be Red Winter Wheat of both light and dark colors: sound and reasonably clean.

No. 3 Red Winter Wheat—shall include Red Winter Wheat not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

No. 4 Red Winter Wheat—shall include Red Winter Wheat, damp, musty, or from any cause so badly damaged as to render it unfit for No. 3.

In case of the mixture of Red and White Winter Wheat it shall be graded according to the quality thereof, and classed as White Winter Wheat.

No. 1 Colorado Wheat—shall be sound, plump and well cleaned.

No. 2 Colorado Wheat—shall be sound, reasonably clean and of good milling quality.

No. 3 Colorado Wheat—shall include Colorado Wheat, not clean and plump enough for No. 2, but weighing not less than fifty-four pounds to the measured bushel.

#### RULE 2.—SPRING WHEAT.

No. 1 Northern Spring Wheat—must be northern grown Spring Wheat, sound and well cleaned, and must contain not less than 50 per cent. of the hard varieties of Spring Wheat.

No. 1 Spring Wheat—shall be sound, plump and well cleaned.

No. 2 Spring Wheat—shall be sound, reasonably clean and of good milling quality.

No. 3 Spring Wheat—shall include all inferior, shrunken or dirty Spring Wheat, weighing not less than fifty-three pounds to the measured bushel.

No. 4 Spring Wheat shall include Spring Wheat damp, musty, grown, badly bleached, or for any cause which renders it unfit for No. 3.

White Spring Wheat—The grades of Nos. 1, 2 and 3 White Spring Wheat shall correspond with the grade of Nos. 1, 2 and 3 Spring Wheat, except that they shall be of the White variety, or shall contain 5 per cent, or more, of such White Wheat.

Black Sea and Flinty Piffe Wheat—shall in no case be inspected higher than No. 2, and Rice Wheat no higher than No. 4.

Frosted Wheat—shall in no case be graded higher than No. 4, except that the grade of No. 3 may contain as much of said Frosted Wheat as it is customary to allow of Wheat damaged in any other way.

#### RULE 2½.—MIXED WHEAT.

The grades of Nos. 2 and 3 Mixed Wheat shall be equal in quality to the grades of Nos. 2 and 3 Red Winter Wheat, except that they shall include mixtures of Spring and Winter Wheat.

#### RULE 3.—CORN.

No. 1 Yellow Corn—shall be yellow, sound, dry, plump and well cleaned.

No. 2 Yellow Corn—shall be three-fourths yellow, dry, reasonably clean, but not plump enough for No. 1.

No. 3 Yellow Corn—shall be three-fourths yellow, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 1 White Corn—shall be sound, dry, plump and well cleaned.

No. 2 White Corn—shall be seven-eighths white, dry, reasonably clean, but not plump enough for No. 1.

No. 3 White Corn—shall be seven-eighths white, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 1 Corn—shall be Mixed Corn, of choice quality, sound dry and well cleaned.

No. 2 Corn—shall be Mixed Corn, dry, reasonably clean, but not good enough for No. 1.

No. 3 Corn—shall be Mixed Corn, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 4 Corn—Corn that is badly damaged, damp or very dirty shall be graded no higher than No. 4.

Corn that is wet or in heating condition shall not be graded.

#### RULE 4.—OATS.

No. 1 White Oats—shall be white, sound, clean and reasonably free from other grain.

No. 2 White Oats—shall be seven-eighths white, sweet, reasonably clean and reasonably free from other grain.

No. 3 White Oats—shall be seven-eighths white, but not sufficiently sound and clean for No. 2.

No. 1 White Clipped Oats—shall be white, sound, clean, reasonably free from other grain, and shall weigh not less than thirty-six pounds to the measured bushel.

No. 2 White Clipped Oats—shall be seven-eighths white, sweet, reasonably clean, reasonably free from other grain, and shall weigh not less than thirty-four pounds to the measured bushel.

No. 1 Oats—shall be Mixed Oats, sound, clean and reasonably free from other grain.

No. 2 Oats—shall be sweet, reasonably clean and reasonably free from other grain.

No. 3 Oats—shall be all Oats that are damp, unsound, dirty, or from any other cause unfit for No. 2.

#### RULE 5.—RYE.

No. 1 Rye—shall be sound, plump and well cleaned.

No. 2 Rye—shall be sound, reasonably clean and reasonably free from other grain.

No. 3 Rye—All Rye damp, musty, dirty, or from any cause unfit for No. 2, shall be graded as No. 3.

#### RULE 6.—BARLEY.

No. 1 Barley—shall be sound, plump, bright, clean, and free from other grain.

No. 2 Barley—shall be of healthy color, not sound enough and plump enough for No. 1, reasonably clean and reasonably free from other grain.

No. 3 Barley—shall include slightly shrunken and otherwise slightly damaged Barley, not good enough for No. 2.

No. 4 Barley—shall include all Barley fit for malting purposes, not good enough for No. 3.

No. 5 Barley—shall include all Barley which is badly damaged, or from any cause unfit for malting purposes, except that Barley which has been chemically treated shall not be graded at all.

Scotch Barley—The grades of Nos. 1, 2 and 3 Scotch Barley shall correspond in all respects with the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Scotch variety.

Bay Brewing Barley—The grades of Nos. 1, 2 and 3 Bay Brewing Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Bay Brewing variety grown in the Territories and on the Pacific Coast.

Chevalier Barley—The grades of Nos. 1, 2 and 3 Chevalier Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Chevalier variety grown in the Territories and on the Pacific coast.

## RULE 7.

The word "new" shall be inserted in each certificate of inspection of a newly harvested crop of Oats until the fifteenth day of August; of Rye, until the first day of September; of Wheat, until the first day of November, and of Barley until the first day of May of each year.

This change shall be construed as establishing new grades for the times specified, to conform to the existing grades of grain in all particulars, excepting the distinctions hereby established between the new and the old crop; and shall apply to grain inspected from store for two months after the times respectively above specified.

## RULE 8.

All grain that is warm, or that is in a heating condition, or is otherwise unfit for warehousing, shall not be graded.

## RULE 9.

All inspectors shall make their reasons for grading grain, when necessary, fully known by notations on their books. The weight alone shall not determine the grade.

## RULE 10.

Each inspector is required to ascertain the weight per measured bushel of each lot of wheat inspected by him, and note the same on his book.

## RULE.

All grain in store in any warehouse of Class "A" at the time any amendment to the established rules of inspection (affecting such grain) may hereafter go into effect shall be inspected out (in satisfaction of warehouse receipts dated prior to that time only) in accordance with the rules as they stood prior to such amendment.

No claim for damages on account of error in the inspection of any lot of grain (except grain inspected from public warehouses in accordance with law) will be entertained or allowed by the Board of Railroad and Warehouse Commissioners, unless complaint of such inspection shall be made to the Chief Inspector before the grain in question shall be removed from the car in which it is inspected, or before it shall leave the jurisdiction of the Department.

Grain transferred from the car in which it was inspected to another must be inspected after transfer to entitle the owner to have any claim arising thereunder considered by the Board of Railroad and Warehouse Commissioners.

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**LIST OF  
RAILROAD OFFICIALS.**

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# ATCHISON, TOPEKA & SANTA FE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	George C. Magoun.....	New York, N. Y.....
President.....	J. W. Reinhart.....	Boston, Mass.....
First Vice-President.....	D. B. Robinson.....	Chicago, Ill.....
Secretary.....	D. L. Gallup.....	".....
Treasurer.....	D. L. Gallup.....	".....
General Counsel.....	John J. McCook.....	New York, N. Y.....
General Solicitor.....	George R. Peck.....	Chicago, Ill.....
Assistant Treasurer.....	George L. Goodwin.....	Boston, Mass.....
Comptroller.....	Jno. P. Whitehead.....	".....
General Auditor.....	W. K. Gillett.....	Chicago, Ill.....
Auditor.....	George B. Howard.....	".....
Assistant General Auditor.....	W. A. Burroughs.....	Boston, Mass.....
Assistant Secretary.....	L. C. Deming.....	".....
Assistant Secretary.....	E. Wilder.....	Topeka, Kas.....
Chief Engineer.....	Jas. Dun.....	".....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Henry W. Bishop.....	Chicago, Ill.....	1893.....
Arthur F. Towne.....	".....	".....
Jno. J. McCook.....	New York, N. Y.....	".....
Geo. R. Peck.....	Chicago, Ill.....	1894.....
S. B. French.....	".....	".....
O. S. A. Sprague.....	".....	".....
D. L. Gallup.....	".....	1895.....
Norman Williams.....	".....	".....
E. A. Hamill.....	".....	".....
Geo. C. Magoun.....	New York, N. Y.....	1896.....
Thomas Baring.....	".....	".....
Benj. P. Cheney.....	Boston, Mass.....	".....
J. W. Reinhart.....	".....	".....

# CHICAGO, SANTA FE & CALIFORNIA RAILWAY COMPANY.

## LEASED BY ATCHISON, TOPEKA & SANTA FE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board.....	G. C. Magoun.....	New York.....
President.....	J. W. Reinhart.....	Boston, Mass.....
First Vice-President.....	D. B. Robinson.....	Chicago, Ill.....
Secretary.....	D. L. Gallup.....	".....
Treasurer.....	D. L. Gallup.....	".....
Assistant Secretary.....	L. C. Deming.....	Boston, Mass.....
Assistant Secretary.....	E. Wilder.....	Topeka, Kas.....
Assistant Treasurer.....	G. L. Goodwin.....	Boston, Mass.....
General Counsel.....	J. J. McCook.....	New York.....
General Solicitor.....	G. R. Peck.....	Chicago, Ill.....
Comptroller.....	J. P. Whitehead.....	Boston, Mass.....
General Auditor.....	W. K. Gillett.....	Chicago.....
Assistant General Auditor.....	W. A. Burroughs.....	Boston, Mass.....
Auditor.....	G. B. Howard.....	Chicago, Ill.....
Chief Engineer.....	James Dun.....	Topeka, Kas.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
G. C. Magoun.....	New York, N. Y.....	1893.....
J. J. McCook.....	Chicago, Ill.....	1894.....
Norman Williams.....	Boston, Mass.....	1895.....
J. W. Reinhart.....	Chicago, Ill.....	1896.....
D. B. Robinson.....	Fort Madison.....	1897.....
Edson Keith.....	Chicago, Ill.....	1898.....
J. B. Morrison.....	Chicago, Ill.....	1899.....
G. R. Peck.....	Chicago, Ill.....	1900.....
Nelson Morris.....	Chicago, Ill.....	1901.....
C. B. Farwell.....	Chicago, Ill.....	1902.....
Abram Poole.....	Chicago, Ill.....	1903.....
B. P. Cheney.....	Boston.....	1904.....
Alden Speare.....	Boston.....	1905.....

## THE MISSISSIPPI RIVER &amp; TOLL BRIDGE COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	J. W. Reinhart.....	Boston, Mass.....
First Vice-President.....	D. B. Robinson.....	Chicago, Ill.....
Secretary.....	D. L. Gallup.....	Chicago, Ill.....
Treasurer.....	D. L. Gallup.....	Chicago, Ill.....
General Counsel.....	John J. McCook.....	New York, N. Y.....
General Solicitor.....	George R. Peck.....	Chicago, Ill.....
Assistant Treasurer.....	George L. Goodwin.....	Boston, Mass.....
Comptroller.....	John P. Whitehead.....	Chicago, Ill.....
General Auditor.....	W. K. Gillett.....	Chicago, Ill.....
Auditor.....	George B. Howard.....	Boston, Mass.....
Assistant General Auditor.....	W. A. Burroughs.....	Boston, Mass.....
Assistant Secretary.....	L. C. Deming.....	Topeka, Kan.....
Assistant Secretary.....	E. Wilder.....	Topeka, Kan.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. W. Reinhart.....	Boston, Mass.....	The Saturday next following the last Thursday in October, 1893.
Isaac T. Burr.....	Chicago, Ill.....	
George R. Peck.....	Fort Madison Iowa.....	
J. B. Morrison.....	Fort Madison Iowa.....	
Charles H. Peters.....	Fort Madison Iowa.....	

## BALTIMORE &amp; OHIO &amp; CHICAGO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Orland Smith.....	Baltimore, Md.....
Secretary.....	G. A. Richardson.....	Chicago, Ill.....
Treasurer.....	G. A. Richardson.....	Chicago, Ill.....

## BALTIMORE &amp; OHIO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
General Attorney.....	John K. Cowen.....	Baltimore, Md.....
Comptroller.....	H. D. Bulkley.....	" ".....
Auditor.....	W. T. Thelin.....	" ".....
General Manager.....	J. T. Odell.....	" ".....
Acting Chief Engineer.....	W. T. Manning.....	" ".....
General Superintendent.....	R. B. Campbell.....	Chicago, Ill.....
Division Superintendent.....	P. C. Sneed.....	Garrett, Ind.....
Superintendent of Telegraph.....	C. Selden.....	Baltimore, Md.....
Traffic Manager, Freight.....	F. Harriott.....	" ".....
General Freight Agent.....	C. S. Wight.....	Pittsburgh, Pa.....
General Passenger Agent.....	C. O. Scull.....	Baltimore, Md.....
Assistant General Passenger Agent.....	L. S. Allen.....	Chicago, Ill.....
General Baggage Agent.....	R. E. Peddicord.....	Baltimore, Md.....
Agent in Illinois for transfer of stock.....	G. A. Richardson.....	Chicago, Ill.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
James Walsh.....	Chicago, Ill.....	April, 1894.....
C. C. Clark.....	" ".....	" ".....
H. E. Wearer.....	" ".....	" ".....
John Tyrrell.....	" ".....	1895.....
Orland Smith.....	Baltimore, Md.....	" ".....
Carroll Sprigg.....	New York, N. Y.....	" ".....
I. G. Lombard.....	Chicago, Ill.....	1896.....
George R. Dennis.....	Frederick, Md.....	" ".....
John K. Cowen.....	Baltimore, Md.....	" ".....

## BELT RAILWAY COMPANY, OF CHICAGO.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Volney T. Malott.....	Chicago, Ill.....
President.....	B. Thomas.....	" ".....
Secretary.....	M. J. Clark.....	" ".....
Treasurer.....	J. E. Murphy.....	" ".....
General Solicitor.....	C. M. Osborn.....	" ".....
Auditor.....	M. J. Clark.....	" ".....
General Manager.....	B. Thomas.....	" ".....
Chief Engineer.....	F. C. Doran.....	" ".....
Master of Transportation.....	J. M. Warner.....	" ".....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
O. S. Lyford.....	Chicago, Ill.....	June 5, 1894.....
W. J. Spicer.....	Detroit, Mich.....	" ".....
Chas. M. Hays.....	St. Louis, Mo.....	" ".....
E. B. Thomas.....	New York, N. Y.....	" ".....
Samuel Thomas.....	" ".....	" ".....

## CENTRALIA &amp; CHESTER RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	T. B. Needles.....	Nashville, Ill. ....
Secretary.....	S. L. Dwight.....	Centralia, Ill. ....
Treasurer.....	J. M. McCutcheon.....	Sparta, Ill. ....
General Counsel.....	S. L. Dwight.....	Centralia, Ill. ....
Auditor.....	E. A. Burrill.....	Sparta, Ill. ....
General Manager.....	J. M. McCutcheon.....	" " .....
Chief Engineer.....	H. W. Schmidt.....	" " .....
General Freight Agent.....	E. A. Burrill.....	" " .....
General Passenger Agent.....	E. A. Burrill.....	" " .....

## CHICAGO &amp; ALTON RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	T. B. Blackstone.....	Chicago, Ill. ....
Vice President.....	J. McMullin.....	" " .....
Secretary.....	C. H. Foster.....	" " .....
General Solicitor.....	William Brown.....	" " .....
Auditor.....	Chauncey Kelsey.....	" " .....
General Manager.....	C. H. Chappell.....	" " .....
General Manager's Assistant.....	J. H. Wood.....	" " .....
Chief Engineer.....	H. C. Draper.....	" " .....
Superintendent of Trains.....	Willis E. Gray.....	Bloomington, Ill. ....
Division Superintendent.....	A. M. Richards.....	" " .....
Division Superintendent.....	W. K. Morley.....	Roodhouse, Ill. ....
General Freight Agent.....	H. H. Courtright.....	Chicago, Ill. ....
Assistant General Freight Agent.....	A. Newman.....	" " .....
General Passenger Agent.....	James Charlton.....	" " .....
Assistant General Passenger Agent.....	George J. Charlton.....	" " .....
General Baggage Agent.....	C. Huntington.....	" " .....
Agent in Illinois for transfer of stock.....	C. H. Foster.....	" " .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
John J. Mitchell.....	St. Louis, Mo.....	1st Monday April, 1894.
W. N. Blackstone.....	Norwich, Conn.....	" " " 1894.
A. C. Bartlett.....	Chicago, Ill.....	" " " 1894.
T. B. Blackstone.....	" " .....	" " " 1895.
John B. Drake.....	" " .....	" " " 1895.
Morris K. Jessup.....	New York, N. Y.....	" " " 1895.
James C. McMullin.....	Chicago, Ill.....	" " " 1896.
John A. Stewart.....	New York, N. Y.....	" " " 1896.
Albert A. Sprague.....	Chicago, Ill.....	" " " 1896.

## JOLIET &amp; CHICAGO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Jno. B. Drake .....	Chicago, Ill .....
Secretary .....	Charles H. Foster.....	" .....
Agent in Illinois for transfer of stock.	Charles H. Foster.....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
T. B. Blackstone.....	Chicago, Ill .....	April, 1894.....
J. C. McMullin .....	" .....	" .....
John B. Drake .....	" .....	" .....
Norman Williams .....	" .....	" .....
Marshall Field.....	" .....	" .....

## MISSISSIPPI RIVER BRIDGE COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	James C. McMullin.....	Chicago, Ill .....
Secretary .....	Charles H. Foster.....	" .....
Treasurer .....	Charles H. Foster.....	" .....
Agent in Illinois for transfer of stock.	Charles H. Foster.....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
John J. Mitchell.....	St. Louis, Mo.....	April, 1894.....
T. B. Blackstone.....	Chicago, Ill .....	" .....
John B. Drake .....	" .....	" .....
A. A. Sprague.....	" .....	" .....
J. C. McMullin.....	" .....	" .....

## CHICAGO &amp; CALUMET TERMINAL RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	D. S. Wegg .....	Chicago, Ill. ....
First Vice-President .....	J. B. Williams .....	New York, N. Y. ....
Secretary .....	H. S. Boutell .....	Chicago, Ill. ....
Treasurer .....	Geo. S. Baxter .....	New York, N. Y. ....
General Solicitor .....	H. S. Boutell .....	Chicago, Ill. ....
General Auditor .....	J. A. Barker .....	New York, N. Y. ....
Auditor .....	E. Shearson .....	Chicago, Ill. ....
General Manager .....	S. R. Ainslie .....	" .....
Chief Engineer .....	J. W. Kendrick .....	" .....
Division Superintendent .....	E. R. Knowlton .....	" .....
Superintendent of Telegraph .....	O. S. Green .....	St. Paul, Minn. ....
Traffic Manager .....	H. S. Hawley .....	Chicago, Ill. ....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
D. S. Wegg .....	Chicago, Ill. ....	May 1, 1896. ....
H. S. Boutell .....	" .....	" .....
H. S. Hawley .....	" .....	May 1, 1895. ....
K. K. Knapp .....	" .....	" .....
J. B. Williams .....	New York, N. Y. ....	May 1, 1894. ....

## CHICAGO &amp; EASTERN ILLINOIS RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	H. H. Porter .....	Chicago, Ill. ....
President .....	M. J. Carpenter .....	" .....
First Vice-President .....	O. S. Lyford .....	" .....
Second Vice-President .....	C. W. Hillard .....	" .....
Secretary .....	H. A. Rubidge .....	" .....
Treasurer .....	C. W. Hillard .....	" .....
General Counsel .....	W. H. Lyford .....	" .....
General Attorney .....	W. J. Calhoun .....	" .....
Assistant Treasurer .....	A. R. Flower .....	New York, N. Y. ....
Assistant Secretary .....	H. J. Messing .....	Chicago, Ill. ....
Auditor .....	H. A. Rubidge .....	" .....
Chief Engineer .....	H. F. Baldwin .....	" .....
General Superintendent .....	E. P. Broughton .....	" .....
Superintendent .....	F. L. Corwin .....	Danville, Ill. ....
Superintendent of Telegraph .....	W. J. Stoneburner .....	" .....
General Freight Agent .....	L. R. Brockenbrough .....	Chicago, Ill. ....
Assistant General Freight Agent .....	Wm. Campbell .....	" .....
General Passenger Agent .....	Chas. L. Stone .....	" .....
General Ticket Agent .....	Chas. L. Stone .....	" .....
General Baggage Agent .....	R. Bookwalter .....	" .....
Superintendent of Motive Power .....	Allan Cooke .....	Danville, Ill. ....
Agent in Illinois for transfer of stock .....	H. A. Rubidge, Secretary .....	Chicago, Ill. ....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
H. H. Porter .....	Chicago, Ill. ....	June, 1894. ....
M. J. Carpenter .....	New York, N. Y. ....	" .....
A. R. Flower .....	Boston, Mass. ....	" 1895. ....
Henry Seibert .....	Chicago, Ill. ....	" .....
H. H. Stevens .....	Chicago, Ill. ....	" 1896. ....
Geo. H. Ball .....	New York, N. Y. ....	" .....
O. S. Lyford .....	Danville, Ill. ....	" .....
C. W. Hillard .....		
R. M. Hoe .....		
Benj. Brewster .....		
J. G. Eng ish .....		

## CHICAGO &amp; WESTERN INDIANA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Volney T. Malott. ....	Chicago, Ill. ....
President and General Manager .....	B. Thomas .....	" .....
Secretary and Auditor .....	M. J. Clark .....	" .....
Treasurer .....	Jno. E. Murphy .....	" .....
General Solicitor .....	Chas. M. Osborn .....	" .....
Chief Engineer and Gen'l Roadmaster .....	F. C. Doran .....	" .....
Master of Transportation .....	J. M. Warren .....	" .....
Agent in Illinois for transfer of stock .....	M. J. Clark, Secretary .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
O. S. Lyford .....	Chicago, Ill. ....	June 5, 1894. ....
W. J. Spicer .....	Detroit, Mich. ....	" .....
Chas. M. Hays .....	St. Louis, Mo. ....	" .....
E. B. Thomas .....	New York, N. Y. ....	" .....
Samuel Thomas .....	Chicago, Ill. ....	" .....
George R. Peck .....		

## EVANSVILLE, TERRE HAUTE AND CHICAGO RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	C. W. Hillard .....	Chicago, Ill. ....
Secretary .....	H. A. Rubidge .....	" .....
Treasurer .....	C. W. Hillard .....	" .....
Assistant Secretary .....	W. J. Calhoun .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
G. A. Smith.....	Terre Haute, Ind.....	May 30, 1894.....
H. H. Porter.....	Chicago, Ill.....	".....
C. W. Hillard.....	".....	".....
H. A. Rubidge.....	".....	".....
W. R. McKeen.....	Terre Haute, Ind.....	".....
O. S. Lyford.....	Chicago, Ill.....	".....
M. J. Carpenter.....	".....	".....
W. H. Lyford.....	".....	".....
W. J. Calhoun.....	".....	".....

## CHICAGO &amp; ERIE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	J. G. McCullough.....	New York, N. Y.....
First Vice-President.....	E. B. Thomas.....	".....
Second Vice-President.....	Geo. H. Vaillant.....	".....
Secretary.....	Thos. N. Williams.....	".....
Treasurer.....	Edward White.....	".....
Attorney.....	Otto Gresham.....	Chicago, Ill.....
Auditor.....	A. Donaldson.....	New York, N. Y.....
Assistant Auditor.....	E. P. Campbell.....	".....
General Manager.....	A. M. Tucker.....	Cleveland, O.....
Chief Engineer.....	A. Mordecai.....	New York, N. Y.....
General Superintendent.....	J. C. Moorhead.....	Cleveland, O.....
Division Superintendent.....	C. C. Reynolds.....	Huntington, Ind.....
Division Superintendent.....	Geo. A. Coe.....	Chicago, Ill.....
Superintendent Transportation.....	A. M. Mozier.....	Cleveland, O.....
Superintendent of Telegraph.....	W. J. Holmes.....	New York, N. Y.....
Traffic Manager.....	G. G. Cochran.....	".....
Assistant General Freight Agent.....	C. L. Thomas.....	Chicago, Ill.....
General Passenger Agent.....	D. I. Roberts.....	New York, N. Y.....
Assistant General Passenger Agent.....	F. W. Buskirk.....	Chicago, Ill.....
General Baggage Agent.....	C. H. Clough.....	New York, N. Y.....
Land Commissioner.....	J. H. Dynes.....	Cleveland, O.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. G. McCullough.....	New York, N. Y.....	} One year from Nov. 15, 1892, and until a successor is chosen
John King.....	".....	
E. B. Thomas.....	".....	
Geo. H. Vaillant.....	".....	
Andrew Donaldson.....	".....	
Samuel Spencer.....	".....	
Jas. H. Benedict.....	".....	
Andrew Wesley Kent.....	".....	
H. H. Brown.....	Cleveland, Ohio.....	
John Tod.....	Chicago, Ill.....	
J. C. Morse.....	Chicago, Ill.....	}
V. I. Mallott.....	Cincinnati, Ohio.....	
M. D. Woodford.....	".....	



## CHICAGO &amp; GRAND TRUNK RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	L. J. Seargeant .....	Montreal, Prov. Quebec
President .....	L. J. Seargeant .....	" "
Secretary and Assistant to President.	Charles Percy .....	" "
Treasurer, including auditing and accounting departments. ....	James H. Muir .....	Detroit, Mich .....
Solicitor .....	E. W. Meddaugh .....	" .....
General Manager .....	W. J. Spicer .....	" .....
Chief Engineer .....	George Masson .....	" .....
Superintendent .....	A. B. Atwater .....	" .....
Assistant Superintendent .....	A. R. McIntyre .....	Battle Creek, Mich .....
Mechanical Superintendent .....	Herbert Roberts .....	Detroit, Mich .....
Traffic Manager .....	George B. Reeve .....	Chicago, Ill .....
General Freight Agent .....	David Brown .....	" .....
General Passenger and Ticket Agent.	W. E. Davis .....	" .....
General Baggage Agent .....	I. E. Quick .....	Detroit, Mich .....
General Storekeeper .....	John S. Larimer .....	" .....
Agent in Illinois for transfer of stock.	F. A. Howe .....	Chicago, Ill .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
L. J. Seargeant .....	Montreal, Province of Quebec	April 11, 1894* .....
E. W. Meddaugh .....	Detroit, Mich .....	" .....
W. J. Spicer .....	" .....	" .....
Henry Howard .....	Port Huron, Mich .....	" .....
W. C. Beardsley .....	Auburn, N. Y .....	" .....
F. A. Howe .....	Chicago, Ill .....	" .....
D. F. Skinner .....	Valparaiso, Ind .....	" .....

\* Or when their successors are appointed.

## GRAND TRUNK JUNCTION RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	L. J. Seargeant .....	Montreal, Prov. Quebec
President .....	L. J. Seargeant .....	" "
Vice-President .....	F. A. Howe .....	Chicago, Ill .....
Secretary .....	Chas. Percy .....	Montreal, Prov. Quebec
Treasurer, including the accounts. ....	James H. Muir .....	Detroit, Mich .....
General Manager .....	W. J. Spicer .....	" .....
Agent in Illinois for transfer of stock.	F. A. Howe .....	Chicago, Ill .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
L. J. Seargeant .....	Montreal, Province of Quebec	April 11, 1894* .....
F. A. Howe .....	Chicago, Ill .....	" .....
E. W. Meddaugh .....	Detroit, Mich .....	" .....
W. J. Spicer .....	" .....	" .....
John McCaffrey .....	Chicago, Ill .....	" .....

\* Or when their successors are appointed.

## CHICAGO &amp; ILLINOIS SOUTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	John S. Hannah.....	Chicago, Ill.....
First Vice-President.....	Wm. P. Harvey.....	Baltimore, Md.....
Secretary.....	Geo. M. Patch.....	Chicago, Ill.....
Treasurer.....	Geo. S. McReynolds.....	Chicago, Ill.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Wm. P. Harvey.....	Baltimore, Md.....	February, 1895.....
John S. Hannah.....	Chicago, Ill.....	.....
Geo. S. McReynolds.....	.....	..... 1894.....
T. C. Hannah.....	.....	..... 1895.....
Geo. M. Patch.....	.....	..... 1894.....

## CHICAGO &amp; INDIANA STATE LINE RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Nathaniel Thayer.....	Boston, Mass.....
First Vice-President.....	John B. Sherman.....	Chicago, Ill.....
Secretary.....	George T. Williams.....	.....
Treasurer.....	George T. Williams.....	.....
General Solicitor.....	Irus Coy.....	.....
Assistant Secretary and Treasurer...	J. C. Denison.....	.....
General Manager.....	John B. Sherman.....	.....
General Superintendent.....	James H. Ashby.....	.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
John Newell.....	Chicago, Ill.....	January, 1896.....
John B. Sherman.....	.....	.....
Irus Coy.....	.....	..... 1894.....
Stephen B. Roath.....	.....	.....
J. C. Denison.....	.....	.....
Nathaniel Thayer.....	Boston, Mass.....	..... 1895.....
George T. Williams.....	Chicago, Ill.....	.....

## CHICAGO &amp; NORTHWESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Albert Keep.....	Chicago, Ill.....
President.....	Marvin Hughitt.....	Chicago, Ill.....
First Vice-President.....	M. L. Sykes.....	New York, N. Y.....
Second Vice-President.....	M. M. Kirman.....	Chicago, Ill.....
Third Vice-President.....	W. H. Newman.....	Chicago, Ill.....
Secretary.....	M. L. Sykes.....	New York, N. Y.....
Treasurer.....	M. L. Sykes.....	New York, N. Y.....
General Counsel.....	Lloyd W. Bowers.....	Chicago, Ill.....
Auditor.....	J. B. Redfield.....	Chicago, Ill.....
General Manager.....	J. M. Whitman.....	Chicago, Ill.....
Chief Engineer.....	John E. Blunt.....	Chicago, Ill.....
General Superintendent.....	Sherman Sanborn.....	Chicago, Ill.....
Division Superintendent in Illinois.....	William A. Gardner.....	Chicago, Ill.....
Division Superintendent in Illinois.....	John C. Stuart.....	Chicago, Ill.....
Superintendent of Telegraph.....	George H. Thayer.....	Chicago, Ill.....
General Freight Agent.....	Hiram K. McCullough.....	Chicago, Ill.....
General Passenger Agent.....	William A. Thrall.....	Chicago, Ill.....
General Ticket Agent.....	William A. Thrall.....	Chicago, Ill.....
General Baggage Agent.....	Nathaniel A. Phillips.....	Chicago, Ill.....
Land Commissioner.....	Charles E. Simmons.....	Chicago, Ill.....
Assistant Secretary.....	J. B. Redfield.....	Chicago, Ill.....
Agent in Illinois for transfer of stock.....	J. B. Redfield.....	Chicago, Ill.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
David P. Kimball.....	Boston, Mass.....	June, 1894.....
Chauncey M. Dewey.....	New York, N. Y.....	June, 1894.....
Samuel F. Barger.....	New York, N. Y.....	June, 1894.....
Albert Keep.....	Chicago, Ill.....	June, 1894.....
M. L. Sykes.....	New York, N. Y.....	June, 1894.....
James C. Fargo.....	New York, N. Y.....	June, 1894.....
Horace Williams.....	Clinton, Iowa.....	June, 1895.....
Frederick L. Ames.....	Boston, Mass.....	June, 1895.....
John M. Burke.....	New York, N. Y.....	June, 1895.....
Marvin Hughitt.....	Chicago, Ill.....	June, 1895.....
N. K. Fairbank.....	New York, N. Y.....	June, 1895.....
Byron L. Smith.....	New York, N. Y.....	June, 1895.....
Percy R. Ponce.....	New York, N. Y.....	June, 1895.....
F. W. Vanderbilt.....	New York, N. Y.....	June, 1895.....
W. K. Vanderbilt.....	New York, N. Y.....	June, 1895.....
H. McK. Twombly.....	New York, N. Y.....	June, 1895.....
John I. Blair.....	Blairstown, N. Y.....	June, 1895.....

## CHICAGO &amp; NORTHERN PACIFIC RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	D. S. Wegg.....	Chicago, Ill.....
First Vice-President.....	J. B. Williams.....	New York, N. Y.....
Second Vice-President.....	J. L. High.....	Chicago, Ill.....
Secretary.....	H. S. Boutell.....	Chicago, Ill.....
Treasurer.....	G. S. Baxter.....	New York, N. Y.....
General Solicitor.....	H. S. Boutell.....	Chicago, Ill.....
General Attorney.....	K. K. Knapp.....	Chicago, Ill.....
General Auditor.....	J. A. Baxter.....	New York, N. Y.....
Auditor.....	E. Shearson.....	Chicago, Ill.....
General Manager.....	S. R. Ainslie.....	Chicago, Ill.....
Chief Engineer.....	J. W. Kendrick.....	Chicago, Ill.....
General Superintendent.....	J. W. Campbell.....	Chicago, Ill.....
Division Superintendent.....	E. R. Knowlton.....	Chicago, Ill.....
Superintendent of Telegraph.....	O. C. Greene.....	St. Paul, Minn.....
Traffic Manager.....	H. S. Hawley.....	Chicago, Ill.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
D. S. Wegg.....	Chicago, Ill.....	March 7, 1896.....
J. B. Williams.....	New York, N. Y.....	" " 1895.....
H. S. Boutell.....	Chicago, Ill.....	" " 1895.....
K. K. Knapp.....	" ".....	" " 1894.....
J. L. High.....	" ".....	" " 1894.....
H. S. Hawley.....	" ".....	" " 1894.....

## CHICAGO &amp; OHIO RIVER RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	E. P. Huston.....	Evansville, Ind.....
Secretary.....	W. J. Lewis.....	" ".....
Treasurer.....	W. J. Lewis.....	" ".....
Auditor.....	E. B. Cooke.....	" ".....
General Manager.....	E. O. Hopkins.....	" ".....
Chief Engineer.....	T. A. Allen.....	" ".....
Superintendent.....	R. B. Starbuck.....	Mattoon, Ill.....
Superintendent of Telegraph.....	E. H. Nowlin.....	Olney, Ill.....
General Freight Agent.....	R. A. Campbell.....	St. Louis, Mo.....
Assistant General Freight Agent.....	A. G. Palmer.....	" ".....
General Passenger Agent.....	R. A. Campbell.....	" ".....
Assistant General Passenger Agent.....	A. G. Palmer.....	" ".....
General Ticket Agent.....	R. A. Campbell.....	" ".....
Assistant General Ticket Agent.....	A. G. Palmer.....	" ".....
General Baggage Agent.....	F. R. Wheeler.....	Evansville, Ind.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. Collett.....	Terre Haute, Ind.....	October 3, 1893.....
D. J. Mackey.....	Evansville, Ind.....	".....
E. O. Hopkins.....	".....	".....
John S. Stevens.....	Peoria, Ill.....	".....
W. J. Lewis.....	Evansville, Ind.....	".....
F. W. Cook.....	".....	".....
E. P. Huston.....	".....	".....
E. B. Morgan.....	".....	".....
J. E. Iglehart.....	".....	".....
E. G. Ragon.....	".....	".....
J. L. Mackey.....	".....	".....
E. B. Cooke.....	".....	".....
R. B. Starbuck.....	Mattoon, Ill.....	".....

CHICAGO, BURLINGTON & NORTHERN RAILROAD  
COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	J. M. Forbes.....	Boston, Mass.....
President.....	Geo. B. Harris.....	Chicago, Ill.....
Secretary.....	W. J. Ladd.....	Boston, Mass.....
Treasurer.....	J. C. Peasley.....	Chicago, Ill.....
General Attorney.....	J. W. Larey.....	LaCrosse, Wis.....
Auditor and Assistant Treasurer.....	N. B. Hinekey.....	St. Paul, Minn.....
Chief Engineer.....	S. D. Purdy.....	LaCrosse, Wis.....
General Superintendent.....	John R. Hastings.....	St. Paul, Minn.....
Assistant Superintendent.....	D. Cunningham.....	LaCrosse, Wis.....
Assistant Superintendent.....	J. C. Howard.....	Minneapolis, Minn.....
Superintendent of Telegraph.....	F. C. Bersal.....	LaCrosse, Wis.....
General Freight Agent.....	W. J. C. Kenyon.....	St. Paul, Minn.....
General Passenger Agent.....	W. J. C. Kenyon.....	".....
General Baggage Agent.....	E. A. Sudd.....	Chicago, Ill.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
C. J. Paine.....	Boston, Mass.....	2d Wednesday June, '94
F. W. Hunnewell.....	".....	".....
T. J. Coolidge.....	".....	".....
J. M. Forbes.....	".....	".....
J. L. Gardner.....	".....	".....
C. E. Perkins.....	Burlington, Ia.....	".....
Geo. B. Harris.....	Chicago, Ill.....	".....

## CHICAGO, BURLINGTON &amp; QUINCY RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	J. M. Forbes .....	Boston, Mass. ....
President .....	C. E. Perkins .....	Burlington, Ia. ....
First Vice President .....	J. C. Peasley .....	Chicago, Ill. ....
Second Vice President .....	Geo. B. Harris .....	
Secretary .....	T. S. Howland .....	Boston, Mass. ....
Treasurer .....	J. C. Peasley .....	Chicago, Ill. ....
General Solicitor .....	J. W. Bythe .....	Burlington, Ia. ....
General Attorney .....	C. W. Dawes .....	Chicago, Ill. ....
General Attorney .....	O. F. Price .....	Galesburg, Ill. ....
Comptroller (acting) .....	W. J. Ladd .....	Boston, Mass. ....
General Auditor .....	J. L. Lathrop .....	Chicago, Ill. ....
Assistant General Auditor .....	C. I. Sturgis .....	" .....
General Manager .....	W. F. Merrell .....	" .....
Chief Engineer .....	E. J. Blake .....	" .....
General Superintendent .....	J. D. Besler .....	" .....
Superintendent Illinois Lines .....	F. C. Rice .....	Galesburg, Ill. ....
Division Superintendent .....	H. D. Judson .....	Aurora, Ill. ....
Division Superintendent .....	W. B. Throop .....	Galesburg, Ill. ....
Division Superintendent .....	W. G. Besler .....	Beardstown, Ill. ....
Supt. Freight Terminals, Chicago .....	F. A. Delano .....	Chicago, Ill. ....
General Freight Agent .....	Thos. Miller .....	" .....
Assistant General Freight Agent .....	W. B. Hamblin .....	" .....
Assistant General Freight Agent .....	E. Rogers .....	" .....
Assistant General Freight Agent .....	E. R. Puffer .....	" .....
General Passenger and Ticket Agent .....	P. S. Eustis .....	" .....
Asst. Gen. Passenger & Ticket Agent .....	L. Wakely .....	" .....
General Baggage Agent .....	E. A. Sudd .....	" .....
Land Commissioner .....	W. W. Baldwin .....	Burlington, Ia. ....
Agent in Illinois for transfer of stock .....	H. W. Weiss .....	Chicago, Ill. ....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. M. Forbes .....	Boston, Mass. ....	May 9, 1894. ....
G. J. Paine .....	" .....	" .....
J. L. Gardner .....	" .....	" .....
F. W. Hunnewell .....	" .....	" .....
Wm. Endicott, Jr. ....	" .....	" .....
Richard Olney .....	" .....	" .....
T. J. Coolidge .....	Manchester, Mass. ....	" .....
E. W. Hooper .....	Cambridge, Mass. ....	" .....
J. N. A. Griswold .....	New York, N. Y. ....	" .....
James H. Smith .....	" .....	" .....
Charles E. Perkins .....	Burlington, Ia. ....	" .....

## CHICAGO &amp; IOWA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	F. H. Head .....	Chicago, Ill. ....
First Vice-President .....	J. C. Peasley .....	" .....
Second Vice-President .....	George B. Haws .....	" .....
Secretary .....	L. O. Goddard .....	" .....
Treasurer .....	J. C. Peasley .....	" .....
Agent in Illinois for transfer of stock .....	L. O. Goddard .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
F. H. Head.....	Chicago, Ill.....	March 7, 1894.....
C. M. Higginson.....	" .....	" .....
J. C. Peasley.....	" .....	" .....
C. I. Sturgis .....	" .....	" .....
L. O. Goddard.....	" .....	" .....
H. W. Weiss .....	" .....	" .....
Geo. B. Harris.....	" .....	" .....

## GALESBURG &amp; RIO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Pre ident .....	L. O. Goddard .....	Chicago, Ill .....
Secretary .....	H. W. Weiss .....	" .....
Agent in Illinois for transfer of stock.	H. W. Weiss .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. B. Colton .....	Galesburg, Ill.....	April, 1894.....
L. O. Goddard .....	Chicago, Ill.....	" .....
C. I. Sturgis .....	" .....	" .....
D. R. Francis .....	St. Louis, Mo .....	" 1895.....
F. S. Bogg .....	Chicago, Ill.....	" .....

## ILLINOIS VALLEY &amp; NORTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	L. O. Goddard .....	Chicago, Ill.....
Vice-President.....	J. C. Osgood .....	New York, N. Y.....
Secretary .....	H. W. Weiss .....	Chicago, Ill.....
Treasurer .....	H. W. Weiss .....	" .....
Agent in Illinois for transfer of stock.	H. W. Weiss.....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
George B. Harris .....	Chicago, Ill. ....	June 26, 1894 .....
C. I. Sturgis .....	" .....	" .....
L. O. Goddard .....	" .....	" .....
H. W. Weiss .....	" .....	" .....
J. C. Osgood .....	New York, N. Y. ....	" .....

## QUINCY, ALTON &amp; ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	L. O. Goddard .....	Chicago, Ill. ....
Secretary .....	H. W. Weiss .....	" .....
Treasurer .....	H. W. Weiss .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
C. E. Perkins .....	Burlington, Ia. ....	April 18, 1894 .....
C. I. Sturgis .....	Chicago, Ill. ....	" .....
E. S. Bagg .....	" .....	" .....
C. M. Higginson .....	" .....	" .....
L. O. Goddard .....	" .....	" .....
W. J. Fablin .....	" .....	" .....
H. W. Weiss .....	" .....	" .....
T. S. How and .....	Boston, Mass. ....	" .....
J. C. Peasley .....	Chicago, Ill. ....	" .....

## ST. LOUIS, ROCK ISLAND &amp; CHICAGO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	J. N. A. Griswold .....	New York, N. Y. ....
Vice President .....	L. O. Goddard .....	Chicago, Ill. ....
Secretary .....	H. W. Weiss .....	" .....
Treasurer .....	H. W. Weiss .....	" .....
Agent in Illinois for transfer of stock	H. W. Weiss .....	" .....



## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term
J. L. Lathrop .....	Chicago, Ill. ....	April, 1894.....
L. O. Goddard.....	.....	1894.....
J. N. A. Griswold.....	New York, N. Y. ....	1895.....
J. C. Peasley .....	Chicago, Ill. ....	1895.....
C. E. Perkins .....	Burlington, Iowa.....	1896.....
H. W. Weiss .....	Chicago, Ill. ....	1896.....
C. U. Dames .....	.....	1896.....

## CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Roswell Miller .....	Chicago, Ill. ....
First Vice President.....	Frank S. Bond.....	New York, N. Y. ....
Third Vice President.....	E. P. Ripley.....	Chicago, Ill. ....
Secretary .....	P. M. Myers.....	Milwaukee, Wis.....
Treasurer.....	F. G. Ranney.....	Chicago, Ill. ....
Assistant Treasurer.....	John McNab.....	.....
General Solicitor.....	John T. Fish.....	.....
General Counsel .....	John W. Cary.....	.....
Comptroller .....	E. Q. Sewall.....	.....
General Auditor.....	W. N. D. Winne.....	.....
Assistant General Auditor.....	R. S. Dousman.....	.....
General Manager .....	A. T. Earling.....	.....
Chief Engineer.....	D. J. Whitmore .....	.....
General Superintendent.....	W. G. Collins.....	.....
Superintendent of Telegraph.....	U. J. Fry.....	Milwaukee, Wis.....
Freight Traffic Manager.....	A. C. Bird.....	Chicago, Ill. ....
General Freight Agent.....	J. H. Hiland.....	.....
General Passenger Agent.....	G. H. Hartford.....	.....
General Ticket Agent.....	G. H. Hartford.....	.....
General Baggage Agent.....	W. D. Carriek.....	Milwaukee, Wis.....
Land Commissioner.....	H. G. Hangan.....	.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Philip D. Armour .....	Chicago, Ill. ....	September, 1893.....
August Belmont.....	New York, N. Y. ....	1893.....
Frank S. Bond .....	.....	1893.....
Charles D. Dickey, Jr.....	.....	1893.....
Peter Geddes.....	.....	1893.....
Frederick Layton.....	Milwaukee, Wis.....	1893.....
Joseph Milbank.....	New York, N. Y. ....	1893.....
Roswell Miller.....	Chicago, Ill. ....	1893.....
J. M. McKinlay .....	New York, N. Y. ....	1893.....
Wm. Rockefeller.....	.....	1893.....
Samuel Spencer.....	.....	1893.....
A. Van Santrood .....	.....	1893.....
J. Hood Wright .....	.....	1893.....

## CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	R. R. Cable.....	Chicago, Ill.....
First Vice-President.....	Benj. Brewster.....	New York City.....
Second Vice-President.....	W. G. Purdy.....	Chicago, Ill.....
Third Vice-President.....	H. A. Parker.....	".....
Secretary.....	W. G. Purdy.....	".....
Treasurer.....	W. G. Purdy.....	".....
Assistant to President.....	A. Kimball.....	Davenport, Iowa.....
General Attorney.....	T. S. Wright.....	Chicago, Ill.....
General Attorney.....	M. A. Low.....	Topeka, Kas.....
Auditor.....	F. W. Porter.....	Chicago, Ill.....
Assistant Auditor.....	H. F. Morris.....	Topeka, Kas.....
General Manager.....	E. St. John.....	Chicago, Ill.....
Assistant General Manager.....	W. I. Allen.....	".....
General Superintendent.....	C. Dunlap.....	".....
Assistant General Superintendent.....	A. J. Hitt.....	Topeka, Kas.....
Division Superintendent.....	C. H. Hubbell.....	Chicago, Ill.....
Division Superintendent.....	C. L. Ewing.....	Blue Island, Ill.....
Division Superintendent.....	W. H. Stillwell.....	Des Moines, Ia.....
Division Superintendent.....	C. N. Gilmore.....	".....
Division Superintendent.....	H. A. White.....	Trenton, Mo.....
Division Superintendent.....	W. J. Lawrence.....	Horton, Kas.....
Division Superintendent.....	R. B. Agnew.....	Colorado Springs, Col.....
Division Superintendent.....	W. H. Hobbs.....	Herington, Kas.....
Division Superintendent.....	J. M. Johnson.....	Chicago, Ill.....
General Freight Agent.....	D. Atwood.....	Topeka, Kas.....
General Freight Agent.....	John Sebastian.....	Chicago, Ill.....
General Ticket and Passenger Agent.....	George L. Rhodes.....	".....
Assistant Gen'l Passenger Agent.....	S. F. Boyd.....	".....
Assistant Gen'l Ticket and Pass. Agt.....	T. J. Anderson.....	Topeka, Kas.....
Assistant Gen'l Ticket and Pass. Agt.....	J. D. Marsion.....	Chicago, Ill.....
General Baggage Agent.....	W. M. Sage.....	".....
Traffic Manager.....	A. R. Swift.....	".....
Superintendent of Telegraph.....	J. L. Drew.....	Davenport, Iowa.....
Land Commissioner.....	W. G. Purdy.....	Chicago, Ill.....
Agent in Illinois for transfer of stock.....		

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
R. P. Flower.....	New York City.....	June, 1895.....
Benj. Brewster.....	".....	" 1894.....
H. R. Bishop.....	".....	" 1895.....
Henry M. Flagler.....	".....	" 1895.....
Alexander E. Orr.....	".....	" 1896.....
David Bows, Jr.....	".....	" 1894.....
Alexander T. Van Nest.....	".....	" 1894.....
H. H. Porter.....	Chicago, Ill.....	" 1896.....
Marshall Field.....	".....	".....
John DeKoven.....	".....	".....
W. G. Purdy.....	".....	" 1894.....
R. R. Cable.....	Rock Island, Ill.....	".....
George G. Wright.....	Des Moines, Ia.....	" 1895.....

## PEORIA &amp; BUREAU VALLEY RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	George T. Boggs.....	New York, N. Y.....
Secretary.....	John F. Phillips.....	Chicago, Ill.....
Treasurer.....	William A. Nash.....	New York, N. Y.....
Agent in Illinois for transfer of stock.....	John F. Phillips.....	Chicago, Ill.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
David Dows, Jr.....	New York, N. Y.....	June 8, 1894.....
George T. Boggs.....	".....	".....
F. A. Platt.....	".....	".....
William A. Nash.....	".....	".....
J. mes R. Cowing.....	".....	".....
Richard M. Hoe.....	".....	".....
John F. Phillips.....	Chicago, Ill.....	".....

## CHICAGO GREAT WESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of Board .....	S. C. Stickney.....	St. Paul, Minn.....
President.....	John M. Egan.....	".....
Vice President.....	Arnold Kalman.....	".....
Secretary.....	R. C. Wight.....	".....
Treasurer.....	W. B. Bend.....	".....
General Counsel.....	Lusk, Bunn & Hadley.....	".....
Auditor.....	M. C. Healion.....	".....
General Manager.....	John M. Egan.....	".....
Chief Engineer.....	H. Fernstrom.....	".....
As-istant General Superintendent.....	J. Burlingett.....	Oelwein, Iowa.....
Division Superintendent.....	J. A. Kelly.....	Chicago, Ill.....
Division Superintendent.....	B. F. Egan.....	Dubuque, Iowa.....
Division Superintendent.....	L. B. Ridpath.....	Des Moines, Iowa.....
Division Superintendent.....	J. C. Ford.....	Kansas City, Kas.....
Superintendent of Telegraph.....	D. McNab.....	Oelwein, Iowa.....
Traffic Manager.....	W. R. Busenbark.....	Chicago, Ill.....
General Freight Agent.....	J. C. Stohr.....	".....
Assistant General Freight Agent.....	F. H. Tibbitts.....	".....
General Passenger Agent.....	F. H. Lord.....	".....
Assistant General Passenger Agent.....	D. W. Cooke.....	".....
General Ticket Agent.....	F. H. Lord.....	".....
Assistant General Ticket Agent.....	D. W. Cooke.....	".....
General Baggage Agent.....	John Colley.....	".....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
H. A. Gardner.....	Chicago, Ill.....	September 1, 1893.....
H. E. Fletcher.....	Minneapolis, Minn.....	".....
A. Oppenheim.....	St. Paul, Minn.....	".....
S. C. Stickney.....	".....	1894.....
Charles Nichols.....	".....	".....
R. C. Wight.....	".....	".....
John M. Egan.....	".....	1895.....
A. Katman.....	".....	".....
John L. Pratt.....	Sycamore, Ill.....	".....

## CHICAGO, ST. PAUL &amp; KANSAS CITY RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	A. B. Stickney.....	St. Paul, Minn.....
President.....	A. Oppenheim.....	".....
Vice President.....	C. W. Benson.....	".....
Vice President.....	W. L. Boyle.....	New York, N. Y.....
Secretary.....	M. C. Woodruff.....	Dubuque, Iowa.....
Treasurer.....	W. B. Bend.....	St. Paul, Minn.....
General Counsel.....	Lusk, Bunn & Hadley.....	".....
Auditor.....	M. C. Healion.....	".....
General Manager.....	John M. Egan.....	".....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
C. W. Benson.....	St. Paul, Minn.....	September 1, 1893.....
Wm. Dawson.....	".....	".....
A. Oppenheim.....	".....	".....
A. B. Stickney.....	".....	".....
S. C. Stickney.....	".....	".....
Jno. M. Egan.....	".....	".....
M. Auerback.....	".....	".....
A. Katman.....	".....	".....
A. M. Drake.....	".....	".....
J. W. Lusk.....	".....	".....
W. L. Boyle.....	New York, N. Y.....	".....
D. Rankin.....	Tarkio, Mo.....	".....
A. Slimmer.....	Waverly, Iowa.....	".....
F. D. Stout.....	Dubuque, Iowa.....	".....
J. L. Pratt.....	Sycamore, Ill.....	".....

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS  
RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Cornelius Vanderbilt.....	New York, N. Y.....
President.....	M. E. Ingalls.....	Cincinnati, O.....
First Vice-President.....	J. D. Layng.....	New York, N. Y.....
Second Vice-President.....	O. G. Murray.....	Cincinnati, O.....
Secretary.....	E. F. Osborn.....	".....
Treasurer.....	F. D. Comstock.....	".....
General Counsel.....	J. T. Dye.....	".....
Auditor.....	P. A. Hewitt.....	".....
Chief Engineer.....	G. W. Kittredge.....	".....
General Superintendent.....	J. Q. VanWinkle.....	Indianapolis, Ind.....
Division Superintendent.....	G. W. Bender.....	".....
Division Superintendent.....	T. J. Higgins.....	Cleveland, O.....
Division Superintendent.....	Wm. Gibson.....	Cincinnati, O.....
Division Superintendent.....	E. M. Neal.....	Mattoon, Ill.....
Superintendent of Telegraph.....	G. S. Rhoads.....	Indianapolis, Ind.....
Superintendent of Motive Power.....	Wm. Garstang.....	Cincinnati, O.....
Traffic Manager.....	O. G. Murray.....	".....
Assistant Traffic Manager.....	O. G. Murray.....	".....
General Freight Agent.....	A. S. White.....	".....
Assistant General Freight Agent.....	C. V. Lewis.....	".....
General Passenger and Ticket Agent.....	D. E. Martin.....	".....
General Baggage Agent.....	D. M. Calkins.....	Cleveland, O.....
Purchasing Agent.....	G. W. Stinson.....	Cincinnati, O.....
Division Superintendent.....	S. T. Blizzard.....	Wabash, Ind.....
Division Superintendent.....	B. S. Sutton.....	Connersville, Ind.....
Division Superintendent.....	J. W. Simmons.....	Mt. Carmel, Ill.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Cornelius Vanderbilt .....	New York, N. Y. ....	October, 1894 .....
W. K. Vanderbilt .....	" " .....	" " .....
C. M. Depew .....	" " .....	" " .....
H. McK. Tombley .....	" " .....	" 1893 .....
George Bliss .....	" " .....	" " .....
J. P. Morgan .....	" " .....	" 1894 .....
J. D. Layng .....	" " .....	" 1893 .....
Amos Townsend .....	Cleveland, O. ....	" 1895 .....
Jas. Barnett .....	" " .....	" " .....
B. S. Brown .....	Columbus, O. ....	" " .....
S. J. Broadwell .....	Cincinnati, O. ....	" 1893 .....
Alex. McDonald .....	" " .....	" 1895 .....
W. P. Anderson .....	" " .....	" 1893 .....
M. E. Ingalls .....	" " .....	" 1894 .....
George A. Farlow .....	Boston, Mass .....	" 1895 .....

## KANKAKEE &amp; SENECA RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	T. P. Bonfield .....	Kankakee, Ill. ....
Secretary .....	E. F. Osborn .....	Cincinnati, O. ....
Treasurer .....	F. D. Comstock .....	" " .....
Auditor .....	P. A. Hewitt .....	" " .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
M. E. Ingalls .....	Cincinnati, O. ....	October, 1893 .....
E. F. Osborn .....	" " .....	" 1894 .....
T. P. Bonfield .....	Kankakee, Ill. ....	" " .....
R. R. Cable .....	Chicago, Ill. ....	" 1895 .....
W. G. Purdy .....	" " .....	" " .....

## PEORIA &amp; EASTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	M. E. Ingalls .....	Cincinnati, O. ....
Second Vice-President .....	O. G. Murray .....	" " .....
Secretary .....	J. C. Davis .....	" " .....
Auditor .....	P. A. Hewitt .....	" " .....
General Manager .....	J. A. Barnard .....	Indianapolis, Ind. ....
Superintendent .....	J. W. Riley .....	" " .....
General Freight Agent .....	Ford Woods .....	" " .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
M. E. Ingalls .....	Cincinnati, O. ....	February, 1894.....
Jno. A. Glover .....	Urbana, Ill. ....	" .....
J. C. Tucker.....	Chicago, Ill. ....	" .....
E. F. Osborn .....	Cincinnati, O. ....	" .....
T. P. Bonfield.....	Kankakee, Ill. ....	" .....

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## DE PUE, LADD &amp; EASTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Albert L. Sweet .....	Chicago, Ill. ....
First Vice-President.....	W. S. Cherry .....	" .....
Secretary .....	Thos. A. Lemmon .....	" .....
Treasurer.....	Thos. A. Lemmon .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Albert L. Sweet .....	Chicago, Ill. ....	.....
George S. House .....	Joliet, Ill. ....	.....
Thomas A. Lemmon .....	Chicago, Ill. ....	.....
W. S. Cherry .....	Streator, Ill. ....	.....
T. E. Corey .....	.....	.....

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## EAST ST. LOUIS &amp; CARONDELET RAILWAY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	John E. Davidson.....	Pittsburgh, Pa. ....
Secretary .....	S. B. Liggett .....	" .....
Treasurer.....	F. H. B. McKnight.....	" .....
Cashier .....	J. R. Nugent .....	East St. Louis, Ill. ....
General Superintendent.....	Joseph Hill .....	St. Louis, Mo. ....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. S. Peers .....	Collinsville, Ill. ....	February 15, 1894. ....
C. H. Seybt .....	Highland, Ill. ....	" .....
C. D. Holles .....	Greenville, Ill. ....	" .....
Abram McNeill .....	" .....	" .....
H. D. Sexton .....	East St. Louis, Ill. ....	" .....
James McCrear .....	Pittsburgh, Pa. ....	" .....
Thos. D. Messler .....	" .....	" .....
John E. Davidson .....	" .....	" .....
W. R. McKeen .....	Terre Haute, Ind. ....	" .....

## EAST ST. LOUIS CONNECTING RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	John Scullin .....	St. Louis, Mo. ....
First Vice-President .....	A. C. Church .....	" .....
Secretary .....	S. C. Church .....	" .....
Treasurer .....	Henry L. Clark .....	" .....
Auditor .....	A. T. W. Prichett .....	" .....
Assistant Manager .....	George L. Sands .....	" .....
General Agent .....	R. N. Bothner .....	" .....
Agent in Illinois for transfer of stock.	S. C. Church .....	East St. Louis, Ill. ....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
John Scullin .....	St. Louis, Mo. ....	November 14, 1893. ....
A. C. Church .....	" .....	" .....
John W. Turner .....	" .....	" .....
S. W. Lee .....	" .....	" .....
Henry Sackman .....	East St. Louis, Ill. ....	" .....
E. C. Newkirk .....	" .....	" .....
Charles W. Thomas .....	Belleville, Ill. ....	" .....

# ST. LOUIS MERCHANTS' BRIDGE TERMINAL RAILWAY COMPANY.

OPERATING MADISON, ILLINOIS & ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	C. C. Rainwater.....	St. Louis, Mo.....
Vice-President.....	Charles D. McLure.....	" " .....
Secretary.....	John H. Overall.....	" " .....
Treasurer.....	John D. Perry.....	" " .....
General Counsel.....	John H. Overall.....	" " .....
General Manager.....	H. W. Gays.....	" " .....
Chief Engineer.....	Robert Moore.....	" " .....
General Agent.....	P. M. Hanson.....	" " .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
C. C. Rainwater.....	St. Louis, Mo.....	November 11, 1893.....
Charles D. McLure.....	" " .....	" " .....
John Whitaker.....	" " .....	" " .....
D. B. Francis.....	" " .....	" " .....
L. M. Rumsey.....	" " .....	" " .....
Paul A. Fusz.....	" " .....	" " .....
John D. Perry.....	" " .....	" " .....
C. C. Moffitt.....	" " .....	" " .....
Adolphus Busch.....	" " .....	" " .....
John H. Overall.....	" " .....	" " .....
John T. Davis.....	" " .....	" " .....

# MADISON, ILLINOIS & ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Charles D. McLure.....	St. Louis, Mo.....
Vice-President.....	L. M. Rumsey.....	" " .....
Secretary.....	John H. Overall.....	" " .....
Treasurer.....	Paul A. Fusz.....	" " .....



## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Charles D. McLure.....	St. Louis, Mo.....	March 26, 1893.....
L. M. Rumsey.....	".....	".....
C. C. Rainwater.....	".....	".....
Paul A. Fusz.....	".....	".....
John Whittaker.....	".....	".....
Thomas B. Rhodes.....	Madison, Ill.....	".....
F. M. McCambridge.....	Venice, Ill.....	".....
Charles Skeen.....	Madison, Ill.....	".....
Joseph B. Reed.....	Cairo, Ill.....	".....
E. Best.....	Quincy, Ill.....	".....
John G. Irwin.....	Edwardsville, Ill.....	".....

## ELGIN, JOLIET &amp; EASTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Samuel Spencer.....	New York, N. Y.....
Vice President.....	Norman Williams.....	Chicago, Ill.....
Secretary.....	F. D. Raymond.....	".....
General Solicitor.....	A. D. Wheeler.....	".....
Auditor.....	F. W. Sutton.....	".....
General Manager.....	C. H. Ackert.....	".....
Traffic Manager.....	H. J. Page.....	".....
Agent in Illinois for transfer of stock	F. D. Raymond.....	".....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Samuel Spencer.....	New York, N. Y.....	3d Tu'sday in Sept, 1894
Norman Williams.....	Chicago, Ill.....	1894
J. Hood Wright.....	New York, N. Y.....	1894
A. J. Forbes Leith.....	".....	1896
N. J. Page.....	Chicago, Ill.....	1896
C. N. Ackert.....	".....	1896
R. J. Cross.....	New York, N. Y.....	1896
C. N. Coster.....	".....	1895
A. J. Caton.....	Chicago, Ill.....	1895
A. D. Wheeler.....	".....	1895
C. S. Holt.....	".....	1895

## FULTON COUNTY NARROW GAUGE RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	S. H. Mallory.....	Lewistown, Ill. ....
First Vice President.....	Henry Phelps.....	.....
Secretary.....	D. J. Thayer.....	Chariton, Iowa .....
Treasurer.....	F. R. Crocker.....	.....
Auditor.....	Jo. D. Temple.....	Lewistown, Ill. ....
General Manager.....	S. H. Mallory.....	.....
Superintendent.....	A. C. Atherton.....	.....
General Freight Agent.....	A. C. Atherton.....	.....
General Passenger Agent.....	A. C. Atherton.....	.....
General Ticket Agent.....	A. C. Atherton.....	.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Henry Phelps.....	Lewi-town, Ill. ....	1893.....
Allen Mallory.....	Creston, Iowa.....	.....
Jo. D. Temple.....	Lewistown, Ill. ....	.....
Moses Turner.....	.....	1894.....
S. H. Mallory.....	Chariton, Iowa.....	.....
Jos. Braden.....	.....	.....
E. A. Temple.....	Des Moines, Iowa.....	1895.....
J. A. Gray.....	Lewis own, Ill. ....	.....
A. C. Atherton.....	.....	.....
I. C. Worley.....	.....	1896.....
D. J. Thayer.....	Chariton, Iowa.....	.....
T. M. Stuart.....	.....	.....

## GRAND TOWER &amp; CAPE GIRARDEAU RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	E. A. Hitchcock.....	St. Louis, Mo. ....
Vice President.....	W. O. Garrison.....	.....
Secretary.....	J. D. Peters.....	Murphysboro, Ill. ....
Treasurer.....	O. L. Garrison.....	St. Louis, Mo. ....
Attorney.....	W. W. Barr.....	Carbondale, Ill. ....
Auditor.....	J. P. Foster.....	St. Louis, Mo. ....
Superintendent.....	F. H. Batcher.....	Murphysboro, Ill. ....
General Freight Agent.....	Edward Brown.....	St. Louis, Mo. ....
General Passenger Agent.....	Edward Brown.....	.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
E. A. Hitchcock.....	St. Louis, Mo. ....	October 18 1894.....
W. O. Garrison.....	.....	.....
J. D. Peters.....	Murphysboro, Ill. ....	.....
W. W. Barr.....	Carbondale, Ill. ....	March 28, 1894.....
B. B. Brownley.....	Grand Tower, Ill. ....	.....

## GRAND TOWER &amp; CARBONDALE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	E. A. Hitchcock .....	St. Louis, Mo .....
Vice-President.....	O. L. Garrison.....	St. Louis, Mo .....
Secretary .....	J. D. Peters .....	Murphysboro, Ill.....
Treasurer .....	O. L. Garrison .....	St. Louis, Mo .....
Attorney.....	W. W. Barr .....	Carbondale, Ill.....
Auditor .....	J. P. Foster .....	St. Louis, Mo .....
Superintendent .....	F. H. Batcher .....	Murphysboro, Ill.....
General Freight Agent .....	Edward Brown.....	St. Louis, Mo .....
General Passenger Agent .....	Edward Brown.....	St. Louis, Mo .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
E. A. Hitchcock .....	St. Louis, Mo .....	March 24, 1894 .....
O. L. Garrison.....	St. Louis, Mo .....	March 24, 1894 .....
B. B. Brownley.....	Grand Tower, Ill.....	October 18, 1894.....
W. W. Barr .....	Carbondale, Ill.....	" .....
J. D. Peters .....	Murphysboro, Ill.....	" .....

## ILLINOIS CENTRAL RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish .....	Chicago, Ill.....
Vice-President.....	J. C. Welling .....	Centralia, Ill.....
Second Vice-President .....	J. T. Harahan .....	Chicago, Ill.....
Assistant Second Vice President.....	C. A. Beek .....	Chicago, Ill.....
Secretary .....	A. G. Hackstaff.....	New York, N. Y.....
Treasurer .....	Henry De Wolf .....	Chicago, Ill.....
Assistant Treasurer .....	E. T. H. Gibson.....	New York, N. Y.....
General Counsel .....	B. F. Ayer .....	Chicago, Ill.....
General Solicitor.....	James Fentress.....	" .....
Auditor Freight Receipts .....	F. Fairman .....	" .....
Auditor Passenger Receipts.....	A. D. Joslin.....	" .....
Auditor Disbursements .....	Isaac Anderson.....	" .....
Chief Traveling Auditor .....	J. F. Titus .....	" .....
Chief Engineer.....	J. F. Wallace .....	" .....
General Superintendent .....	A. W. Sullivan.....	" .....
Assistant General Superintendent.....	J. G. Hattigan.....	" .....
Assistant General Superintendent.....	M. Gilneas.....	Memphis, Tenn.....
Superintendent.....	H. Baker .....	Centralia, Ill.....
Superintendent.....	H. McCourt .....	Amboy, Ill.....
Superintendent.....	D. S. Bailey.....	Clinton, Ill.....
Superintendent.....	F. B. Harriman.....	Freeport, Ill.....
Superintendent of Telegraph .....	G. M. Dugan .....	Chicago, Ill.....
Traffic Manager.....	T. J. Hudson .....	" .....
Assistant Traffic Manager.....	M. C. Markham.....	" .....
General Freight Agent.....	W. E. Keepers .....	" .....
General Passenger Agent.....	A. H. Hanson .....	" .....
General Baggage Agent.....	H. A. Winter .....	" .....
Superintendent of Machinery .....	Wm. Renshaw.....	" .....
Superintendent of Transportation .....	J. M. Daly .....	" .....
Land Commissioner .....	E. P. Skene.....	" .....
Agent in Illinois for transfer of stock .....	John Dunn (Asst. Secretary).....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
His Excellency, John P. Altgeld, Governor of Illinois, ex-officio.....	Springfield, Ill. ....	January, 1897.....
B. F. Ayer .....	Chicago, Ill. ....	October, 1893.....
Walther Luttgén .....	New York, N. Y. ....	" " .....
John W. Auchincloss.....	" " .....	" " .....
Oliver Harriman .....	" " .....	" 1894.....
John W. Doane.....	Chicago, Ill. ....	" " .....
Chas. M. Beach.....	Hartford, Conn. ....	" " .....
Stuyvesant Fish.....	Chicago, Ill. ....	" 1895.....
Edward H. Harriman.....	New York, N. Y. ....	" " .....
S. Van Rensselaer Cruger.....	" " .....	" 1896.....
Chas. A. Peabody Jr.....	" " .....	" " .....
John C. Welling.....	Chicago, Ill. ....	" " .....

## BLUE ISLAND RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Vice-President.....	J. C. Welling.....	" " .....
Secretary.....	W. G. Bruen.....	" " .....
Treasurer.....	Henry DeWolf.....	" " .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Stuyvesant Fish.....	Chicago, Ill. ....	July, 1893.....
J. C. Welling.....	" " .....	" " .....
B. F. Ayer.....	" " .....	" " .....
H. DeWolf.....	" " .....	" " .....
John Dunn.....	" " .....	" " .....

## CHICAGO, HAVANA &amp; WESTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Vice-President.....	J. C. Welling.....	" " .....
Secretary.....	W. G. Bruen.....	" " .....
Treasurer.....	Henry DeWolf.....	" " .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
B. F. Ayer .....	Chicago, Ill. ....	October, 1893. ....
J. C. Welling .....	" .....	" 1894. ....
Stuyvesant Fish .....	" .....	" .....
J. T. Harahan .....	" .....	" .....
Henry DeWolf .....	" .....	" .....

## CHICAGO, MADISON &amp; NORTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish .....	Chicago, Ill. ....
Vice-President .....	J. C. Welling .....	" .....
Secretary .....	W. G. Bruen .....	" .....
Treasurer .....	Henry DeWolf .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. C. Welling .....	Chicago, Ill. ....	October, 1893. ....
J. T. Harahan .....	" .....	" 1894. ....
Stuyvesant Fish .....	" .....	" .....
B. F. Ayer .....	" .....	" .....
Henry DeWolf .....	" .....	" .....

## CHICAGO &amp; SPRINGFIELD RAILROAD COMPANY

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Stuyvesant Fish .....	Chicago, Ill. ....
Vice-President .....	J. C. Welling .....	" .....
Secretary .....	W. G. Bruen .....	" .....
Treasurer .....	Henry DeWolf .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
B. F. Ayer .....	Chicago, Ill. ....	October, 1893. ....
Henry DeWolf .....	" .....	" .....
J. T. Harahan .....	" .....	" 1894. ....
Stuyvesant Fish .....	" .....	" .....
J. C. Welling .....	" .....	" .....

# KANKAKEE & SOUTHWESTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Vice-President.....	J. C. Welling.....	".....
Secretary.....	W. G. Bruen.....	".....
Treasurer.....	Henry DeWolf.....	".....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Stuyvesant Fish.....	Chicago, Ill.....	October, 1893.....
B. F. Ayer.....	".....	" 1894.....
J. C. Welling.....	".....	" ".....
J. T. Harahan.....	".....	" ".....
Henry DeWolf.....	".....	" ".....

# RANTOUL RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Vice-President.....	J. C. Welling.....	".....
Secretary.....	W. G. Bruen.....	".....
Treasurer.....	Henry DeWolf.....	".....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
B. F. Ayer.....	Chicago, Ill.....	October, 1893.....
J. C. Welling.....	".....	" ".....
Henry DeWolf.....	".....	" ".....
Stuyvesant Fish.....	".....	" 1894.....
J. T. Harahan.....	".....	" ".....

# SOUTH CHICAGO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Stuyvesant Fish.....	Chicago, Ill.....
Vice-President.....	J. C. Welling.....	".....
Secretary.....	W. G. Bruen.....	".....
Treasurer.....	Henry DeWolf.....	".....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
B. F. Ayer.....	Chicago, Ill.....	October, 1893.....
Henry DeWolf.....	".....	".....
Stuyvesant Fish.....	".....	1894.....
J. C. Welling.....	".....	".....
J. T. Harahan.....	".....	".....

ST. LOUIS, INDIANAPOLIS & EASTERN RAILROAD  
COMPANY.OPERATING AND OWNING THE INDIANA & ILLINOIS SOUTHERN  
RAILROAD.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Wm. H. Alley.....	Chicago, Ill.....
Vice President.....	John B. Lyon.....	".....
Secretary.....	Horatio H. Gariner.....	".....
Treasurer.....	John L. Stockton.....	".....
Auditor.....	C. R. Hinkle.....	Sullivan, Ind.....
General Manager.....	P. H. Blue.....	".....
General Freight and Passenger Agt.	F. E. Baseer.....	".....
Train Master.....	W. R. Bottenfield.....	".....
Master Mechanic.....	M. E. Hotchkiss.....	Palestine, Ill.....
Road Master.....	G. E. Surrells.....	Sullivan, Ind.....
Agent in Illinois for transfer of stock	Wm. H. Alley.....	Chicago, Ill.....
Superintendent of Bridges.....	D. Haskins.....	Sullivan, Ind.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Edwin Taylor.....	Evansville, Ind.....	January 2, 1894.....
D. J. Mackey.....	".....	".....
John L. Stockton.....	Chicago, Ill.....	".....
Wm. H. Alley.....	".....	1895.....
John B. Lyon.....	".....	".....
P. H. Blue.....	Sullivan, Ind.....	".....
John I. Hays.....	".....	1896.....
James L. Mackey.....	Evansville, Ind.....	".....
H. H. Gardner.....	Chicago, Ill.....	".....

# INDIANAPOLIS, DECATUR & WESTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	H. B. Hammond.....	New York, N. Y.....
Secretary.....	Thomas B. Atkins.....	" .....
Treasurer.....	Thomas B. Atkins.....	" .....
General Counsel.....	R. B. F. Peirce.....	Indianapolis, Ind.....
Auditor.....	A. P. Lewis.....	" .....
General Manager.....	R. B. F. Peirce.....	" .....
Superintendent.....	George H. Graves.....	" .....
General Freight Agent.....	John S. Lazarus.....	" .....
General Passenger Agent.....	John S. Lazarus.....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. D. Probst.....	Englewood, N. J.....	November, 1893.....
Hiram Hitchcock.....	New York, N. Y.....	" .....
H. B. Hammond.....	" .....	" .....
H. L. Hotchkiss.....	" .....	" .....
S. H. Thayer.....	" .....	" .....
Charles C. Allen.....	" .....	" .....
Thomas B. Atkins.....	" .....	" .....
J. K. Warren.....	Decatur, Ill.....	" .....
E. F. Leonard.....	Peoria, Ill.....	" .....
J. R. Eldr.....	Indianapolis, Ind.....	" .....
R. B. F. Peirce.....	" .....	" .....

# INDIANA, ILLINOIS & IOWA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	F. M. Drake.....	Centerville, Ia.....
Vice-President.....	George H. Holt.....	New York, N. Y.....
Secretary and Treasurer.....	John A. Drake.....	Chicago, Ill.....
Assistant Secretary.....	Charles Martin.....	New York, N. Y.....
General Solicitor.....	H. K. Wheeler.....	Kankakee, Ill.....
Auditor.....	M. J. Hartnett.....	" .....
General Manager.....	T. P. Shonts.....	Chicago, Ill.....
Engineer Maint. of Way.....	Daniel Nowlan.....	Kankakee, Ill.....
General Superintendent.....	T. M. Bates.....	" .....
Superintendent of Telegraph.....	P. Hesse.....	" .....
General Freight and Passenger Agent.....	C. W. Cook.....	" .....



## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
F. M. Drake .....	Centerville, Ia. ....	3d Wednesday Jan., '94
T. P. Shonts .....	Chicago, Ill. ....	" "
John A. Drake .....	" .....	" "
S. S. Whitehead .....	" .....	" "
George H. Holt .....	New York, N. Y. ....	" "
H. M. Curtis .....	" .....	" "
Paul Morton .....	Chicago, Ill. ....	" "

## IOWA CENTRAL RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Russell Sage .....	New York, N. Y. ....
President .....	Russell Sage .....	" .....
First Vice-President .....	E. E. Chase .....	" .....
Secretary and Treasurer .....	George R. Morse .....	" .....
Local Treasurer .....	T. J. Fletcher .....	Marshalltown, Ia. ....
General Solicitor .....	A. C. Daly .....	" .....
General Auditor .....	E. S. Benson .....	" .....
General Manager .....	E. McNeill .....	" .....
Superintendent .....	J. P. O'Brien .....	" .....
Assistant Superintendent .....	W. H. Voorheis .....	" .....
Superintendent of Telegraph .....	G. N. Gish .....	" .....
Traffic Manager .....	A. F. Banks .....	" .....
Assistant General Freight Agent .....	E. C. Palmer, Jr. ....	" .....
General Passenger Agent .....	T. P. Barry .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Russell Sage .....	New York, N. Y. ....	September 8, 1893. ....
E. E. Chase .....	" .....	" .....
G. E. Taintor .....	" .....	" .....
W. E. Strong .....	" .....	" .....
H. J. Moore .....	" .....	" .....
E. H. Perkins, Jr. ....	" .....	" .....
E. McNeill .....	Marshalltown, Ia. ....	" .....
C. Hackert .....	Chicago, Ill. ....	" .....
Rufus H. Sage .....	" .....	" .....

## LAKE ERIE &amp; WESTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	Calvin S. Brice .....	New York, N. Y. ....
President .....	Calvin S. Brice .....	" " .....
Vice-President .....	L. M. Schwan .....	" " .....
Treasurer .....	L. M. Schwan .....	" " .....
Assistant Treasurer .....	A. D. Thomas .....	Indianapolis, Ind. ....
General Attorney .....	W. E. Hackborn .....	" " .....
Assistant General Attorney .....	John B. Cockrum .....	" " .....
Auditor .....	W. A. Wilbark .....	" " .....
General Manager .....	George L. Bradbury .....	" " .....
Chief Engineer .....	T. H. Perry .....	" " .....
General Superintendent .....	D. S. Hill .....	" " .....
Assistant General Superintendent .....	Geo. T. Jarvis .....	" " .....
Division Superintendent .....	O. W. Bell .....	Lima, O. ....
Superintendent of Telegraph .....	O. E. Grady .....	Lafayette, Ind. ....
Traffic Manager .....	O. W. Bell .....	Lima, O. ....
Assistant General Freight Agent .....	H. O. Parker .....	Indianapolis, Ind. ....
Assistant General Freight Agent .....	S. B. Sweet .....	" " .....
General Passenger Agent .....	A. G. Young .....	" " .....
General Ticket Agent .....	C. F. Daly .....	" " .....
General Baggage Agent .....	C. F. Daly .....	" " .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Samuel Thomas .....	New York, N. Y. ....	1st Wednesd'y Oct., 1893
John G. Moore .....	" " .....	" " .....
John B. Cohrs .....	Chicago, Ill. ....	" " .....
George F. Baker .....	New York, N. Y. ....	" " 1894
Edward Tuck .....	" " .....	" " .....
Nelson Robinson .....	" " .....	" " .....
Calvin S. Brice .....	" " .....	" " 1895
H. W. Cannon .....	" " .....	" " .....
George F. Stone .....	" " .....	" " .....

# LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Wm. K. Vanderbilt .....	New York, N. Y.....
President.....	John Newell.....	Cleveland, O.....
First Vice-President.....	Edwin D. Worcester.....	New York, N. Y.....
Secretary.....	Edwin D. Worcester.....	".....
Treasurer.....	Edwin D. Worcester.....	".....
General Counsel.....	George C. Greene.....	Cleveland, O.....
Auditor.....	Cyrus P. Leland.....	".....
General Manager.....	John Newell.....	".....
Assistant General Manager.....	P. P. Wright.....	".....
Chief Engineer.....	E. A. Handy.....	".....
General Superintendent.....	W. H. Canniff.....	".....
Assistant General Superintendent.....	P. S. Bodgett.....	".....
Superintendent Eastern Division.....	T. W. Niles.....	Buffalo, N. Y.....
Superintendent Toledo Division.....	J. K. Russell.....	Cleveland, O.....
Superintendent Michigan Division.....	T. F. Whittelsey.....	Toledo, O.....
Assistant Supt. Michigan Division.....	C. A. Sheldon.....	Elkhart, Ind.....
Superintendent Western Division.....	A. B. Newell.....	Chicago, Ill.....
Superintendent Franklin Division.....	A. H. Smith.....	Youngstown, O.....
Superintendent Detroit Division.....	S. S. Hand.....	Detroit, Mich.....
Superintendent Lansing Division.....	H. A. Worcester.....	Hillsdale, Mich.....
Superintendent Kalamazoo Division.....	A. G. Amsden.....	Grand Rapids, Mich.....
Superintendent of Telegraph.....	Wm. Kline.....	Toledo, O.....
General Freight Agent.....	J. T. B. McKay.....	Cleveland, O.....
Assistant General Freight Agent.....	J. G. James.....	".....
General Passenger Agent.....	A. J. Smith.....	".....
Assistant General Passenger Agent.....	E. C. Luer.....	".....
General Ticket Agent.....	A. J. Smith.....	".....
Assistant General Ticket Agent.....	E. C. Luer.....	".....
General Passenger Agent.....	John L. Freeman.....	".....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Wm. K. Vanderbilt .....	New York, N. Y.....	May, 1894.....
Samuel F. Barger.....	".....	".....
Hamilton McK. Twombley.....	".....	".....
Charles M. Reed.....	Erie, Pa.....	".....
John Newell.....	Cleveland, O.....	1895.....
Edwin D. Worcester.....	New York, N. Y.....	".....
John E. Burrill.....	".....	".....
Fred'k W. Vanderbilt.....	".....	".....
John DeKoven.....	Chicago, Ill.....	".....
C. Vanderbilt.....	New York, N. Y.....	1896.....
Darius O. Mills.....	".....	".....
James H. Reed.....	Pittsburgh, Pa.....	".....
Russell Brown.....	Warren, Pa.....	".....

## SOUTHEAST &amp; ST. LOUIS RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	M. H. Smith.....	Louisville, Ky.....
Secretary.....	J. H. Ellis.....	".....
Treasurer.....	W. W. Thompson.....	".....
Comptroller.....	C. Quarrier.....	".....
Assistant Comptroller.....	C. Hayden.....	".....
General Manager.....	J. G. Metcalfe.....	".....
Chief Engineer.....	R. Montfort.....	".....
Division Superintendent.....	B. F. Dickson.....	Evansville, Ind.....
Traffic Manager.....	Y. Vanden Berg.....	Louisville, Ky.....
General Freight Agent.....	C. B. Compton.....	".....
General Passenger Agent.....	C. P. Atmore.....	".....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
M. H. Smith.....	Louisville, Ky.....	November, 1893.....
J. M. Hamid.....	Belleville, Ill.....	"..... 1894.....
C. C. Johnson.....	".....	"..... ".....
Lyttleton Cooke.....	Louisville, Ky.....	"..... ".....
J. A. Lindsay.....	East St. Louis, Ill.....	"..... 1893.....

LOUISVILLE, EVANSVILLE & ST. LOUIS CONSOLIDATED  
RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	D. J. Mackey.....	Evansville, Ind.....
Vice-President.....	E. O. Hopkins.....	".....
Secretary.....	W. J. Lewis.....	".....
Treasurer.....	W. J. Lewis.....	".....
General Counsel.....	Iglehart & Taylor.....	".....
Auditor.....	E. B. Cooke.....	".....
Chief Engineer.....	T. A. Allen.....	".....
Superintendent.....	J. R. Sample.....	Princeton, Ind.....
Superintendent of Telegraph.....	O. W. Putnam.....	".....
General Freight Agent.....	R. A. Campbell.....	St. Louis, Mo.....
Assistant General Freight Agent.....	A. G. Palmer.....	".....
General Passenger Agent.....	R. A. Campbell.....	".....
Assistant General Passenger Agent.....	A. G. Palmer.....	".....
General Ticket Agent.....	R. A. Campbell.....	".....
Assistant General Ticket Agent.....	A. G. Palmer.....	".....
General Baggage Agent.....	F. R. Wheeler.....	Evansville, Ind.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
D. J. Mackey.....	Evansville, Ind.....	October 19, 1893.....
W. J. Lewis.....	".....	".....
E. O. Hopkins.....	".....	".....
Bluford Wilson.....	Springfield, Ill.....	".....
T. W. Scott.....	Fairfield, Ill.....	".....
C. C. Baldwin.....	New York, N. Y.....	".....
E. V. Loew.....	".....	".....
T. W. Robinson.....	".....	".....
Marcus Mayer.....	".....	".....

## MICHIGAN CENTRAL RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	C. Vanderbilt.....	New York, N. Y.....
President .....	H. B. Ledyard.....	Detroit, Mich.....
First Vice-President.....	E. D. Worcester.....	New York, N. Y.....
Secretary .....	E. D. Worcester.....	".....
Treasurer.....	D. A. Waterman.....	".....
General Counsel.....	Ashley Pond.....	Detroit, Mich.....
General Attorney.....	Henry Russell.....	".....
Auditor .....	A. J. Burt.....	".....
Assistant Auditor.....	F. O. Waldo.....	".....
General Manager.....	H. B. Ledyard.....	".....
Chief Engineer (Acting).....	A. Torrey.....	".....
General Superintendent.....	Robert Miller.....	".....
Assistant General Superintendent.....	R. H. L. Hommedieu.....	".....
Division Superintendent.....	D. S. Surber and.....	".....
Division Superintendent.....	W. J. Martin.....	Bay City, Mich.....
Division Superintendent.....	O. F. Jordan.....	Jackson, Mich.....
Division Superintendent.....	J. H. Sulder.....	Chicago, Ill.....
Division Superintendent.....	J. B. Morford.....	".....
Superintendent of Telegraph .....	E. E. Torrey.....	Detroit, Mich.....
General Freight Agent.....	A. Mackay.....	Chicago, Ill.....
Assistant General Freight Agent.....	B. E. Hand.....	".....
General Passenger and Ticket Agent.....	O. W. Ruggles.....	".....
Asst. Gen. Pass. and Ticket Agent.....	G. E. King.....	".....
General Baggage Agent.....	H. P. Dearing.....	".....
Assistant General Freight Agent.....	C. J. Hupp.....	Detroit, Mich.....
Assistant General Freight Agent.....	W. L. Benham.....	Bay City, Mich.....
Assistant General Freight Agent.....	Jno. Crampton.....	Buffalo, N. Y.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Cornelius Vanderbilt.....	New York City.....	May, 1894.....
William K. Vanderbilt.....	".....	".....
Frederick W. Vanderbilt.....	".....	".....
Henry B. Ledyard.....	Detroit, Mich.....	".....
Edwin D. Worcester.....	New York City.....	".....
Samuel F. Barger.....	".....	".....
Chauncey M. Depew.....	".....	".....
Ashley Pond.....	Detroit, Mich.....	".....
Frederick S. Winston.....	Chicago, Ill.....	".....

## JOLIET AND NORTHERN INDIANA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	C. Vanderbilt.....	New York, N. Y.....
First Vice President.....	H. B. Ledyard.....	Detroit, Mich.....
Secretary.....	E. D. Worcester.....	New York, N. Y.....
Treasurer.....	D. A. Waterman.....	.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
C. Vanderbilt.....	New York, N. Y.....	When successor app't'd
W. K. Vanderbilt.....	.....	.....
H. B. Ledyard.....	Detroit, Mich.....	.....
E. D. Worcester.....	New York, N. Y.....	.....
Samuel F. Barger.....	.....	.....
C. M. Depew.....	.....	.....
Ashley Pond.....	Detroit, Mich.....	.....

ST. LOUIS & CAIRO RAILROAD, OPERATED BY THE  
MOBILE & OHIO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	James C. Clarke.....	Mobile, Ala.....
Vice President.....	James H. Fay.....	New York City, N. Y..
Secretary.....	Henry Tacon.....	Mobile, Ala.....
Treasurer.....	Henry Tacon.....	.....
Assistant Secretary.....	A. Mackintosh.....	New York City, N. Y..
General Solicitor.....	E. L. Russell.....	Mobile, Ala.....
General Attorney.....	E. L. Russell.....	.....
General Auditor.....	R. V. Taylor.....	.....
General Manager.....	James C. Clarke.....	.....
General Superintendent.....	D. McLaren.....	St. Louis, Mo.....
Division Superintendent.....	C. S. Clarke.....	Mobile, Ala.....
Division Superintendent.....	J. N. Seale.....	Jackson, Tenn.....
Division Superintendent.....	H. W. Clarke.....	Murphysboro, Ill.....
Superintendent of Machinery.....	M. T. Carson.....	Jackson, Tenn.....
Superintendent of Telegraph.....	K. McKenzie.....	.....
General Freight Agent.....	J. T. Poe.....	St. Louis, Mo.....
Assistant General Freight Agent.....	J. M. Denyven.....	.....
Acting General Passenger Agent.....	E. E. Posey.....	Mobile, Ala.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
W. Ritchie.....	Chicago, Ill.....	March, 1894.....
A. Anderson, Jr.....	New York, N. Y.....	.....
Thomas M. Logan.....	Murphysboro, Ill.....	.....
F. Bross.....	Cairo, Ill.....	March, 1895.....
Chas. Hamilton.....	Waco, Texas.....	.....
J. A. Horsey.....	New York, N. Y.....	.....
James Edwards.....	Waterloo, Ill.....	March, 1896.....
F. A. Horsey.....	New York, N. Y.....	.....
C. O. Patier.....	Cairo, Ill.....	.....

# THE NEW YORK, CHICAGO & ST. LOUIS RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	Wm. K. Vanderbilt.....	New York, N. Y.....
President.....	D. W. Caldwell.....	Cleveland, O.....
Secretary.....	Allyn Cox.....	New York, N. Y.....
Treasurer.....	Allyn Cox.....	".....
General Counsel.....	Samuel E. Williamson.....	Cleveland, O.....
Assistant Treasurer.....	H. Hammersley.....	".....
Auditor.....	James P. Curry.....	".....
General Superintendent.....	Lewis Williams.....	".....
Division Superintendent.....	A. W. Johnston.....	".....
Superintendent of Motive Power.....	C. D. Gorham.....	Ft. Wayne, Ind.....
Superintendent of Telegraph.....	John Mackenzie.....	Cleveland, O.....
General Freight Agent.....	J. S. Evans.....	".....
General Passenger Agent.....	G. B. Spriggs.....	".....
Purchasing Agent.....	B. F. Horner.....	".....
Transfer Agent.....	M. M. Rodgers.....	".....
Car Accountant.....	F. Middlebrook.....	New York, N. Y.....
	W. J. Robertson.....	Cleveland, O.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Wm. K. Vanderbilt.....	New York, N. Y.....	May, 1893.....
Cornelius Vanderbilt.....	".....	".....
Fred W. Vanderbilt.....	".....	".....
H. McK. Twombly.....	".....	".....
Jno. S. Kennedy.....	".....	".....
Jas. A. Roosevelt.....	".....	".....
Fred P. Olcott.....	".....	".....
Chauncey M. Depew.....	".....	".....
Allyn Cox.....	".....	".....
D. W. Caldwell.....	Cleveland, O.....	".....
Samuel E. Williamson.....	".....	".....
Ralph W. Hickox.....	".....	".....
Chas. M. Reed.....	Erie, Pa.....	".....

# THE CHICAGO & STATE LINE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	John Newell.....	Chicago, Ill.....
Vice-President.....	Jas. A. Roosevelt.....	New York, N. Y.....
Secretary.....	James P. Curry.....	Cleveland, O.....
Treasurer.....	H. Hammersley.....	".....
Auditor.....	James P. Curry.....	".....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Fred. P. Olcott.....	New York, N. Y.....	January, 1895.....
Wm. K. Vanderbilt.....	".....	" 1896.....
Jno. S. Kennedy.....	".....	" 1894.....
Jno. Newell.....	Chicago, Ill.....	" 1895.....
Jas. A. Roosevelt.....	New York, N. Y.....	" 1894.....
P. B. Smith.....	Chicago, Ill.....	" 1896.....
N. A. Skinner.....	".....	" 1891.....
L. L. Lockwood.....	".....	" 1895.....
Wm. McFaddon.....	".....	" 1896.....

**WISCONSIN CENTRAL LINES—NORTHERN PACIFIC  
RAILROAD COMPANY, LESSEE.**

## OFFICERS.

Title.	Name.	Location of Office.
Treasurer.....	George S. Baxter.....	New York, N. Y.....
Assistant Treasurer.....	C. A. Clark.....	St. Paul, Minn.....
General Solicitor.....	David S. Wegg.....	Chicago, Ill.....
General Auditor.....	J. A. Barker.....	New York, N. Y.....
Auditor.....	M. P. Martin.....	St. Paul, Minn.....
General Manager.....	S. R. Ainslie.....	Chicago, Ill.....
Chief Engineer.....	J. W. Kendrick.....	".....
General Superintendent.....	Gavin Campbell.....	".....
Division Superintendent.....	C. A. Lamoreux.....	St. Paul, Minn.....
Division Superintendent.....	A. R. Horn.....	Stevens Point, Wis.....
Division Superintendent.....	F. H. Marsh.....	Waukegan, Wis.....
Superintendent of Telegraph.....	O. C. Greene.....	St. Paul, Minn.....
General Traffic Manager.....	J. M. Hannaford.....	".....
Traffic Manager.....	H. C. Barlow.....	Chicago, Ill.....
General Freight Agent.....	J. B. Cavanaugh.....	".....
Assistant General Freight Agent.....	John C. Mackinnon.....	".....
General Passenger Agent.....	J. C. Pond.....	".....
General Ticket Agent.....	J. C. Pond.....	".....
General Baggage Agent.....	J. C. Pond.....	".....

**CHICAGO & WISCONSIN RAILROAD COMPANY.**

## OFFICERS.

Title.	Name.	Location of Office.
President and Treasurer.....	Edwin H. Abbot.....	.....
Secretary and General Solicitor.....	Howard Morris.....	.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Edwin H. Abbot.....	Cambridge, Mass.....	Annual election.....
Howard Morris.....	Milwaukee, Wis.....	".....
Henry S. Howley.....	Chicago, Ill.....	".....
Thomas H. Gill.....	".....	".....
H. L. Smith.....	".....	".....



## OHIO &amp; MISSISSIPPI RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	F. W. Tracy .....	Cincinnati, O. ....
Secretary .....	Edward Bruce .....	New York, N. Y. ....
Treasurer .....	F. L. Jackson .....	Cincinnati, O. ....
General Solicitors .....	Ramsey, Maxwell & Ramsey.	.....
Acting Auditor .....	David Agnew .....	.....
General Manager .....	F. W. Tracy .....	.....
Assistant to President .....	F. E. Tracy .....	.....
Chief Engineer .....	L. C. Fritch .....	.....
Superintendent .....	C. C. F. Bent .....	.....
Assistant Superintendent .....	C. M. Stanton .....	Springfield, Ill. ....
Superintendent of Telegraph .....	Howard .....	Cincinnati, O. ....
General Freight Agent .....	Win Duncan .....	St. Louis, Mo. ....
General Passenger Agent .....	O. P. McCarty .....	Cincinnati, O. ....
General Baggage Agent .....	W. I. Robinson .....	.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Edward R. Bacon .....	New York City, N. Y. ....	October, 1893 .....
R. Suydam Grant .....	.....	.....
J. P. Heseltine .....	London, Eng. ....	.....
Briggs S. Cunningham .....	Cincinnati, O. ....	.....
John H. Davis .....	New York, N. Y. ....	.....
W. Merten .....	.....	1894 .....
W. D. Searls .....	.....	.....
E. R. Bell .....	.....	.....
E. T. Welles .....	.....	1895 .....
J. S. Walsh .....	St. Louis, Mo. ....	.....
W. L. Bull .....	New York, N. Y. ....	.....
J. H. Wilson .....	Wilmington, Del. ....	1896 .....
F. W. Tracy .....	Springfield, Ill. ....	.....

## PAWNEE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Hiram White .....	Pawnee, Ill. ....
First Vice-President .....	C. White .....	Taylorville, Ill. ....
Secretary .....	C. E. Clayton .....	Pawnee, Ill. ....
Treasurer .....	H. R. Davis .....	.....
General Attorneys .....	Conkling & Grout .....	Springfield, Ill. ....
Auditor .....	D. A. Drennan .....	Pawnee, Ill. ....
General Manager .....	H. R. Davis .....	.....
Chief Engineer .....	Jos. E. Burile .....	.....
General Freight Agent .....	H. E. Farnam .....	.....
General Passenger Agent .....	H. E. Farnam .....	.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
C. White .....	Taylorville, Ill. ....	June, 1894 .....
C. E. Clayton .....	Pawnee, Ill. ....	" " .....
L. K. Davis .....	Springfield, Ill. ....	" " .....
H. R. Davis .....	Pawnee, Ill. ....	" 1895 .....
Hiram White .....	" .....	" " .....
D. A. Drennan .....	" .....	" " .....

## PENNSYLVANIA COMPANY,

OPERATING THE SOUTH CHICAGO &amp; SOUTHERN RAILROAD COMPANY.

## OFFICERS OF OPERATING COMPANY.

Title.	Name.	Location of Office.
President .....	George B. Roberts .....	Philadelphia, Pa. ....
First Vice President .....	James McCrear .....	Pittsburgh, Pa. ....
Assistant to First Vice-President .....	E. B. Wall .....	Chicago, Ill. ....
Second Vice-President .....	J. T. Brooks .....	Pittsburgh, Pa. ....
Third Vice-President .....	T. D. Messier .....	" .....
Fourth Vice-President .....	John E. Davidson .....	" .....
Secretary .....	S. B. Loggett .....	" .....
Treasurer .....	T. H. B. McKnight .....	" .....
Assistant Treasurer .....	John P. Henderson .....	" .....
General Counsel .....	J. J. Brooks .....	" .....
Comptroller .....	John W. Renner .....	" .....
Assistant Comptroller .....	Albert McEvey .....	" .....
Auditor Freight Receipts .....	John W. Lyon .....	" .....
Auditor Passenger Receipts .....	J. P. Farley .....	" .....
Auditor of Disbursements .....	James Instan .....	" .....
General Manager .....	Joseph Wood .....	" .....
Consulting Engineer .....	Felician Sataper .....	" .....
Chief Engineer .....	Thomas Rodd .....	" .....
Gen. Superintendent Transportation .....	E. B. Taylor .....	" .....
General Superintendent .....	Charles Watts .....	" .....
Division Superintendent .....	C. D. Law .....	Ft. Wayne, Ind. ....
Chief of Motive Power .....	Theo. N. Ely .....	Philadelphia, Pa. ....
Superintendent of Motive Power .....	G. L. Potter .....	Ft. Wayne, Ind. ....
Superintendent of Telegraph .....	A. M. Schoyer .....	Pittsburgh, Pa. ....
Purchasing Agent .....	William Mullins .....	" .....
Freight Traffic Manager .....	William Stewart .....	" .....
General Freight Agent .....	Charles L. Cole .....	" .....
General Passenger and Ticket Agent .....	E. A. Ford .....	" .....
Chief Asst. General Passenger Agent .....	Frank Van Dusen .....	" .....
General Baggage Agent .....	R. B. Bentley .....	" .....
Signal Engineer .....	W. McC. Grafton .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Thomas D. Messler .....	Pittsburgh, Pa. ....	April, 1894 .....
John I. Bennett .....	Chicago, Ill. ....	" .....
W. W. Chandler .....	" .....	" .....
Fred. W. Belz .....	" .....	" 1895 .....
Wm. Borner .....	" .....	" .....
George Willard .....	" .....	" 1896 .....
James McCrear .....	Pittsburgh, Pa. ....	" .....

## PENNSYLVANIA COMPANY.

LESSEE OF PITTSBURGH, FORT WAYNE &amp; CHICAGO RAILWAY CO.

## OFFICERS OF PENNSYLVANIA COMPANY.

Title.	Name.	Location of Office.
President .....	George B. Roberts .....	Philadelphia, Pa. ....
First Vice-President .....	James McCrea .....	Pittsburgh, Pa. ....
Assistant First Vice-President .....	E. B. Wall .....	Chicago, Ill. ....
Second Vice-President .....	J. T. Brooks .....	Pittsburgh, Pa. ....
Third Vice-President .....	Thomas D. Messler .....	" .....
Fourth Vice-President .....	John E. Davidson .....	" .....
Secretary .....	S. B. Liggert .....	" .....
Treasurer .....	T. H. B. McKnight .....	" .....
Assistant Treasurer .....	J. P. Henderson .....	" .....
General Counsel .....	J. J. Brooks .....	" .....
Comptroller .....	John W. Renner .....	" .....
Assistant Comptroller .....	Albert McElevey .....	" .....
Auditor Freight Receipts .....	John M. Lyon .....	" .....
Auditor Passenger Receipts .....	J. P. Farley .....	" .....
Auditor Disbursements .....	James Instan .....	" .....
General Manager .....	Joseph Wood .....	" .....
Consulting Engineer .....	Felician Slataper .....	" .....
Chief Engineer .....	Thomas Rodd .....	" .....
Gen. Superintendent Transportation .....	E. B. Taylor .....	" .....
General Superintendent .....	Charles Watts .....	" .....
Division Superintendent .....	C. D. Law .....	Fort Wayne, Ind. ....
Chief of Motive Power .....	A. B. Starr .....	Allegheny City, Pa. ....
Superintendent of Motive Power .....	Theo. N. Ely .....	Philadelphia, Pa. ....
Superintendent of Telegraph .....	G. E. Potter .....	Fort Wayne, Ind. ....
Purchasing Agent .....	A. M. Schoyer .....	Pittsburgh, Pa. ....
Freight Traffic Manager .....	Wm. Mullins .....	" .....
General Freight Agent .....	William Stewart .....	" .....
General Passenger and Ticket Agent .....	Charles L. Cole .....	" .....
Chief Asst. General Passenger Agent .....	E. A. Ford .....	" .....
General Baggage Agent .....	Frank Van Dusen .....	" .....
Signal Engineer .....	R. R. Bentley .....	" .....
	W. McC. Grafton .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Charles Lanier .....	New York City, N. Y. ....	Annual election, 1896..
Henry Amy .....	" .....	1896..
William C. Eggleston .....	" .....	1896..
John S. Kennedy .....	" .....	1897..
George B. Roberts .....	Philadelphia, Pa. ....	1895..
John N. Hutchinson .....	" .....	1891..
Charles E. Speer .....	Pittsburgh, Pa. ....	1897..
James McCrea .....	" .....	1896..
John Sherman .....	Mansfield, O. ....	1895..
L. B. Harrison .....	Cincinnati, O. ....	1895..
Wm. Hooper .....	" .....	1894..
Edward P. Williams .....	Fort Wayne, Ind. ....	1897..
Levi Z. Leitner .....	Chicago, Ill. ....	1894..

## CALUMET RIVER RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Thomas D. Messler .....	Pittsburgh, Pa. ....
Vice-President .....	James McCrea .....	" .....
Secretary .....	S. B. Liggert .....	" .....
Treasurer .....	T. H. B. McKnight .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Thomas D. Messler .....	Pittsburgh, Pa. ....	April 12, 1894 .....
James McCrea .....	" .....	" .....
George M. Bogue .....	Chicago, Ill. ....	" .....
F. W. Belz .....	" .....	" .....
William Borner .....	" .....	" .....

PITTSBURGH, FORT WAYNE & CHICAGO RAILWAY  
COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Charles Lanier .....	New York City, N. Y. ...
Secretary .....	John J. Haley .....	Pittsburgh, Pa. ....
General Counsel .....	Wheeler H. Peckham .....	New York City, N. Y. ...
Treasurer .....	John J. Haley .....	Pittsburgh, Pa. ....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Charles Lanier .....	New York City, N. Y. ....	Annual election, 1896 ..
Henry Amy .....	" .....	" .....
William C. Egleston .....	" .....	" .....
John S. Kennedy .....	" .....	1897 ..
George B. Roberts .....	Philadelphia, Pa. ....	1895 ..
John N. Hutchinson .....	" .....	1894 ..
Charles E. Speer .....	Pittsburgh, Pa. ....	1897 ..
James McCrea .....	" .....	1896 ..
John Shermau .....	Man-field, Ohio .....	1895 ..
L. B. Harrison .....	Cincinnati, Ohio .....	" .....
William Hooper .....	" .....	1894 ..
Edward P. Williams .....	Fort Wayne, Ind .....	1897 ..
Levi Z. Leitber .....	Chicago, Ill. ....	1894 ..

## SOUTH CHICAGO &amp; SOUTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Thomas D. Messler .....	Pittsburgh, Pa. ....
Vice President .....	James McCrea .....	" .....
Secretary .....	S. B. Liggett .....	" .....
Treasurer .....	T. H. B. McKnight .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Thomas D. Messler .....	Pittsburgh, Pa. ....	April, 1894.....
John I. Bennett .....	Chicago, Ill. ....	" " .....
W. W. Chandler .....	" " .....	" " .....
Fred W. Beiz .....	" " .....	" 1895 .....
Wm. Borner .....	" " .....	" " .....
George Willard .....	" " .....	" 1896 .....
James McCrea .....	Pittsburgh, Pa. ....	" " .....

## PEORIA, DECATUR &amp; EVANSVILLE RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	D. J. Mackey .....	Evansville, Ind.....
Vice-President .....	E. O. Hopkins .....	" " .....
Secretary .....	W. J. Lewis .....	" " .....
Treasurer .....	W. J. Lewis .....	" " .....
General Counsel .....	Stevens & Horton .....	Peoria, Ill. ....
Auditor .....	E. B. Cooke .....	Evansville, Ind.....
General Manager .....	E. O. Hopkins .....	" " .....
Chief Engineer .....	T. A. Allen .....	" " .....
Superintendent .....	R. B. Starbuck .....	Mattoon, Ill.....
Superintendent of Telegraph .....	O. Schilling .....	" " .....
General Freight Agent .....	R. A. Campbell .....	St. Louis, Mo. ....
Assistant General Freight Agent .....	A. G. Palmer .....	" " .....
General Passenger Agent .....	R. A. Campbell .....	" " .....
Assistant General Passenger Agent .....	A. G. Palmer .....	" " .....
General Ticket Agent .....	R. A. Campbell .....	" " .....
Assistant General Ticket Agent .....	A. G. Palmer .....	" " .....
General Baggage Agent .....	F. R. Wheeler .....	Evansville, Ind.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
H. I. Nicholas .....	New York, N. Y. ....	October 3, 1893.....
H. I. Clark .....	" " .....	" " .....
W. H. Goodby .....	" " .....	" " .....
J. M. DeVean .....	" " .....	" " .....
Heman Clark .....	" " .....	" " .....
Arnold Kummer .....	Baltimore, Md. ....	" " .....
D. J. Mackey .....	Evansville, Ind.....	" " .....
C. C. Baldwin .....	New York, N. Y. ....	" " .....
W. A. Heilman .....	Evansville, Ind.....	" " .....

# PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS RAIL- WAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	George B. Roberts .....	Philadelphia, Pa. ....
First Vice-President .....	James McCrear .....	Pittsburgh, Pa. ....
Assistant to First Vice-President .....	E. B. Wall .....	Chicago, Ill. ....
Second Vice-President .....	J. T. Brooks .....	Pittsburgh, Pa. ....
Third Vice-President .....	Thomas D. Messler .....	" .....
Fourth Vice-President .....	John E. Davidson .....	" .....
Secretary .....	S. B. Liggert .....	" .....
Treasurer .....	T. H. B. McKnight .....	" .....
Assistant Treasurer .....	M. C. Spencer .....	" .....
General Counsel .....	J. J. Brooks .....	" .....
Assistant to General Counsel .....	L. L. Gilbert .....	" .....
Comptroller .....	John W. Renner .....	" .....
Assistant Comptroller .....	Albert McElevay .....	" .....
Auditor of Freight Receipts .....	John M. Lyon .....	" .....
Auditor of Passenger Receipts .....	J. P. Farley .....	" .....
Auditor of Disbursements .....	James Insan .....	" .....
General Manager .....	Joseph Wood .....	" .....
Chief Engineer .....	M. J. Becker .....	" .....
General Supt. of Transportation .....	E. B. Taylor .....	" .....
General Superintendent .....	J. F. Miller .....	Columbus, Ohio. ....
Division Superintendent .....	J. J. Turner .....	Pittsburgh, Pa. ....
Division Superintendent .....	F. G. Darlington .....	Indianapolis, Ind. ....
Division Superintendent .....	W. B. Leeds .....	Richmond, Ind. ....
Division Superintendent .....	C. H. Walton .....	Logansport, Ind. ....
Division Superintendent .....	H. I. Miller .....	Louisville, Ky. ....
Division Superintendent .....	Ralph Peters .....	Cincinnati, Ohio. ....
Chief of Motive Power .....	Theo. N. Ely .....	Philadelphia, Pa. ....
Acting Supt. of Motive Power .....	S. P. Bush .....	Columbus, Ohio. ....
Superintendent of Telegraph .....	A. M. Schoyer .....	Pittsburgh, Pa. ....
Purchasing Agent .....	William Mullins .....	" .....
Freight Traffic Manager .....	William Stewart .....	" .....
General Freight Agent .....	D. T. McCabe .....	Columbus, Ohio. ....
General Agent .....	D. S. Gray .....	" .....
General Pass. and Ticket Agent .....	E. A. Ford .....	Pittsburgh, Pa. ....
Chief Asst. General Pass. Agent .....	Frank Van Dusen .....	" .....
General Baggage Agent .....	R. R. Bentley .....	" .....
Signal Engineer .....	W. McC. Grafton .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
George B. Roberts .....	Philadelphia, Pa. ....	April, 1895. ....
Frank Thomson .....	" .....	" .....
Charles E. Pugh .....	" .....	" .....
John P. Green .....	" .....	" .....
James McCrear .....	Pittsburgh, Pa. ....	" 1894. ....
Thomas D. Messler .....	" .....	" .....
William H. Barnes .....	Philadelphia, Pa. ....	" .....
Henry H. Houston .....	" .....	" 1897. ....
J. T. Brooks .....	Pittsburgh, Pa. ....	" .....
John E. Davidson .....	" .....	" .....
Briggs S. Cunningham .....	Cincinnati, Ohio. ....	" 1896. ....
George Willard .....	Chicago, Ill. ....	" .....
William Stewart .....	Pittsburgh, Pa. ....	" .....

## ENGLEWOOD CONNECTING RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Thomas D. Messler.....	Pittsburgh, Pa. ....
Vice-President .....	James McCrea.....	" .....
Secretary .....	S. B. Liggett.....	" .....
Treasurer.....	T. H. B. McKnight.....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Thomas D. Messler.....	Pittsburgh, Pa. ....	April 12, 1894.....
E. B. Wall .....	Chicago, Ill. ....	" .....
William Borner .....	" .....	" .....
Fred W. Belz.....	" .....	" .....
James McCrea .....	Pittsburgh, Pa. ....	" .....

## QUINCY, OMAHA &amp; KANSAS CITY RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board, Trustee.....	Theodore Gilman.....	New York, N. Y. ....
President, Trustee.....	Ward W. Jacobs .....	Hartford, Conn.....
Agent for Trustees.....	Amos Green .....	Quincy, Ill.....
Auditor.....	J. M. Savin .....	" .....
Cashier for Trustees.....	E. J. Parker .....	" .....
Superintendent .....	C. E. Soule .....	" .....
Superintendent of Telegraph .....	A. B. Corran .....	" .....
General Freight and Passenger Agent.....	F. W. Evott.....	" .....
Assistant General Freight Agent.....	C. H. Spencer .....	" .....

## ROCK ISLAND &amp; PEORIA RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	R. R. Cable.....	Rock Island, Ill.....
First Vice-President.....	A. Kimball.....	Davenport, Ia.....
Secretary .....	H. B. Sudlow.....	Rock Island, Ill.....
Treasurer.....	H. B. Sudlow.....	" .....
Auditor.....	E. H. Hudson .....	" .....
General Superintendent.....	H. B. Sudlow.....	" .....
Superintendent of Telegraph .....	H. P. Greenough.....	" .....
General Freight Agent .....	R. Stockhouse.....	" .....
General Passenger Agent.....	R. Stockhouse.....	" .....
General Ticket Agent.....	R. Stockhouse.....	" .....
Agent in Illinois for transfer of stock.....	H. B. Sudlow.....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
R. R. Cable.....	Chicago, Ill.....	June, 1894.....
H. H. Porter.....	.....	1895.....
David Dows.....	New York, N. Y.....	" ".....
A. Kimball.....	Davenport, Ia.....	" ".....
G. W. Cable.....	.....	1894.....
H. B. Sudlow.....	Rock Island, Ill.....	" ".....
Phil Mitchell.....	.....	1895.....

## ST. LOUIS, ALTON &amp; TERRE HAUTE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	George Foster Peabody.....	New York, N. Y.....
President.....	George W. Parker.....	St. Louis, Mo.....
Secretary.....	Edward F. Leonard.....	Springfield, Ill.....
Treasurer.....	George W. Parker.....	St. Louis, Mo.....
Auditor.....	Henry T. Nash.....	" ".....
General Manager.....	George W. Parker.....	" ".....
Ass-tan General Manager.....	Clarence F. Parker.....	" ".....
General Superintendent.....	W. S. Wilson.....	Pinckneyville, Ill.....
Superintendent of Telegraph.....	W. S. Wilson.....	" ".....
General Freight Agent.....	George E. Lary.....	St. Louis, Mo.....
General Passenger Agent.....	George E. Lary.....	" ".....
General Ticket Agent.....	George E. Lary.....	" ".....
General Baggage Agent.....	George E. Lary.....	" ".....
Agent in Illinois for transfer of stock.....	Edward F. Leonard.....	Springfield, Ill.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
W. Bayard Cutting.....	New York, N. Y.....	June, 1896.....
George Foster Peabody.....	" ".....	" ".....
R. Fulton Cutting.....	" ".....	" ".....
Spencer Trask.....	" ".....	" ".....
William A. Read.....	" ".....	" ".....
George W. Parker.....	St. Louis, Mo.....	1894.....
Eli Wiley.....	Charleston, Ill.....	" ".....
William K. Murphy.....	Pinckneyville, Ill.....	" ".....
F. M. Youngblood.....	Carbondale, Ill.....	" ".....
Levi Davis.....	Alton, Ill.....	1895.....
Edward Abend.....	Beleville, Ill.....	" ".....
James A. Eads.....	Paris, Ill.....	" ".....
H. H. Beach.....	Litchfield, Ill.....	" ".....



# BELLEVILLE & CARONDELET RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	M. T. Stookey .....	Belleville, Ill. ....
Secretary .....	Henry T. Nash .....	St. Louis, Mo. ....
Treasurer .....	George W. Parker .....	.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
M. T. Stookey .....	Belleville, Ill. ....	June, 1894 .....
E. F. Leonard .....	Springfield, Ill. ....	.....
Edward Abend .....	Belleville, Ill. ....	.....
George W. Parker .....	St. Louis, Mo. ....	.....
C. F. Parker .....	.....	.....

# BELLEVILLE & ELDORADO RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	E. F. Leonard .....	Springfield, Ill. ....
Secretary .....	Henry T. Nash .....	St. Louis, Mo. ....
Treasurer .....	R. Fulton Cutting .....	New York City, N. Y..

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
E. F. Leonard .....	Springfield, Ill. ....	June, 1894 .....
W. R. Ward .....	Benton, Ill. ....	.....
W. K. Murphy .....	Pinckneyville, Ill. ....	.....
W. S. Wil-on .....	.....	.....
Geo. W. Parker .....	St. Louis, Mo. ....	.....
H. T. Nash .....	.....	.....
F. M. Youngblood .....	Carbondale, Ill. ....	.....

# BELLEVILLE & SOUTHERN ILLINOIS RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Thomas Denny .....	New York, N. Y. ....
Secretary .....	E. F. Leonard .....	Peoria, Ill. ....
Assistant Secretary .....	H. A. Crosby .....	New York N. Y. ....
Treasurer .....	J. K. Capen .....	.....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Thomas Denny.....	New York, N. Y.....	June, 1894.....
E. F. Leonard.....	Peoria, Ill.....	".....
E. H. Perkins, Jr.....	New York, N. Y.....	".....
Charles Butler.....	".....	".....
Edwin M. Bulkley.....	".....	".....
R. Fulton Cutting.....	".....	".....
Spencer Trask.....	".....	".....
Edward Oathant.....	".....	".....
Wm. K. Murphy.....	Pinckneyville, Ill.....	".....

## CHICAGO, ST. LOUIS &amp; PADUCAH RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	William K. Murphy.....	Pinckneyville, Ill.....
Secretary.....	Henry T. Nash.....	St. Louis, Mo.....
Treasurer.....	Henry T. Nash.....	".....
Assistant Secretary.....	Henry A. Crosby.....	New York City, N. Y..

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Wm. K. Murphy.....	Pinckneyville, Ill.....	June, 1896.....
Geo. W. Parker.....	St. Louis, Mo.....	" 1896.....
W. R. Ward.....	Benton, Ill.....	" 1895.....
E. F. Leonard.....	Springfield, Ill.....	" 1895.....
C. F. Parker.....	St. Louis, Mo.....	" 1894.....
F. M. Youngblood.....	Carbondale, Ill.....	" 1894.....
H. T. Nash.....	St. Louis, Mo.....	" 1896.....

## ST. LOUIS SOUTHERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	E. C. Dawes.....	Cincinnati, O.....
First Vice President.....	C. W. Fairbanks.....	Indianapolis, Ind.....
Secretary.....	Frank J. Richmann.....	".....
Treasurer.....	John E. McGettigan.....	".....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Ephraim C. Dawes.....	Cincinnati, O.....	1st Tues. in Sept., 1893
Charles W. Fairbanks.....	Indianapolis, Ind.....	" " 1893
Frank J. Richmann.....	" " " " " " " " " " " "	" " 1893
Samuel T. Brush.....	Carbondale, Ill.....	" " 1894
J. M. Richart.....	" " " " " " " " " " " "	" " 1894
N. H. Fairbanks.....	Chicago Ill.....	" " 1894
C. H. Bosworth.....	Springfield, Ill.....	" " 1894

## CARBONDALE &amp; SHAWNEETOWN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	J. E. McGettigan.....	Indianapolis, Ind.....
First Vice President.....	E. Jacoby.....	" " " " " " " " " " " "
Secretary.....	F. J. Richmann.....	" " " " " " " " " " " "

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. E. McGettigan.....	Indianapolis, Ind.....	1st Tues. in Sept. 1893
E. Jacoby.....	" " " " " " " " " " " "	" " " " " " " " " " " "
F. J. Richmann.....	" " " " " " " " " " " "	" " " " " " " " " " " "
C. H. Bosworth.....	Springfield, Ill.....	" " " " " " " " " " " "
S. T. Brush.....	Carbondale, Ill.....	" " " " " " " " " " " "
F. W. Tracy.....	Springfield, Ill.....	" " " " " " " " " " " "
E. P. A. Chapman.....	Murphysboro, Ill.....	" " " " " " " " " " " "

## ST. LOUIS, CHICAGO &amp; ST. PAUL RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Receivers.....	Jos. Dickson.....	St. Louis, Mo.....
President.....	Chas. E. Kimball.....	New York, N. Y.....
First Vice President.....	Chas. E. Kimball.....	St. Louis, Mo.....
Secretary.....	Joseph Dickson.....	" " " " " " " " " " " "
Treasurer.....	Elenious Smith.....	" " " " " " " " " " " "
General Solicitor.....	Chas. E. Kimball.....	New York, N. Y.....
Auditor.....	Elenious Smith.....	St. Louis, Mo.....
Cashier.....	Ralph Blaisden.....	" " " " " " " " " " " "
Chief Engineer.....	H. L. Harford.....	" " " " " " " " " " " "
General Superintendent.....	E. M. Rice.....	Alton, Ill.....
Superintendent Car Service.....	I. W. Fowler.....	St. Louis, Mo.....
Superintendent of Telegraph.....	B. L. Babb.....	" " " " " " " " " " " "
General Freight Agent.....	E. C. Brandenburg.....	Alton, Ill.....
General Passenger Agent.....	H. H. Ferguson.....	St. Louis, Mo.....
Master Mechanic.....	H. H. Ferguson.....	" " " " " " " " " " " "
	W. E. Killen.....	Jerseyville, Ill.....

## ST. LOUIS &amp; EASTERN RAILWAY COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	William E. Guy.....	St. Louis, Mo.....
President .....	William E. Guy.....	" .....
First Vice-President.....	George O. Carpenter, Jr.....	" .....
Secretary .....	James L. Blair .....	" .....
Treasurer .....	William E. Guy.....	" .....
General Counsel .....	James L. Blair .....	" .....
Chief Engineer .....	Robert Moore.....	" .....
Superintendent .....	L. S. Graves.....	" .....
General Freight Agent .....	L. S. Graves.....	" .....
General Passenger Agent .....	L. S. Graves.....	" .....
Agent in Illinois for transfer of stock.	J. L. Clifford .....	Glen Carbon, Ill .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
E. W. Guy.....	Belleville, Ill .....	January 13, 1895.....
Charles Valier.....	Greenville, Ill.....	" 1894.....
Louis Kolb.....	Marine, Ill.....	" 1895.....
J. S. Brewer .....	Chicago, Ill.....	" 1896.....
H. R. Durkee .....	" .....	" 1896.....
Geo. O. Carpenter, Jr.....	St. Louis, Mo.....	" 1896.....
Charles D. McLane.....	" .....	" 1895.....
W. F. Niedringhaus.....	" .....	" 1894.....
William E. Guy.....	" .....	" 1895.....

## SAINT LOUIS &amp; PEORIA RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	G. E. Taintor.....	New York, N. Y .....
Secretary .....	A. J. Moorshead .....	St. Louis, Mo.....
General Manager .....	A. J. Moorshead .....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
G. E. Taintor .....	New York, N. Y.....	April 1, 1893.....
William Binney, Jr.....	Providence, R. I.....	" .....
Ira S. Younglove .....	Chicago, Ill.....	" 1892.....
Chas. A. Aldrich.....	" .....	" .....
Amos W. Martin.....	" .....	" .....

# TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	Wm. Taussig .....	St. Louis, Mo. ....
Secretary .....	James Hanna .....	" " .....
Treasurer .....	A. H. Calet .....	New York, N. Y. ....
General Attorney .....	M. F. Watts .....	St. Louis, Mo. ....
Auditor .....	James Hanna .....	" " .....
General Manager .....	Jos. Ramsey, Jr. ....	" " .....
Chief Engineer .....	H. P. Taussig .....	" " .....
Acting Superintendent .....	W. A. Garrett .....	" " .....
Superintendent of Telegraph .....	E. A. Chenery .....	" " .....
General Passenger Agent .....	V. W. Fisher .....	" " .....
General Ticket Agent .....	V. W. Fisher .....	" " .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Wm. Taussig .....	St. Louis, Mo. ....	March, 1894 .....
Jay W. Way .....	" " .....	" " .....
W. B. Doddridge .....	" " .....	" " .....
Chas. M. Hays .....	" " .....	" " .....
E. P. Bryan .....	" " .....	" " .....
F. W. Tracy .....	Cincinnati, O. ....	" " .....
M. E. Ingalls .....	" " .....	" " .....

# TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY.

## LESSEE OF ST. LOUIS, VANDALIA & TERRE HAUTE RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	W. R. McKeen .....	Terre Haute, Ind. ....
First Vice-President .....	John G. Williams .....	" " .....
Secretary .....	George E. Farrington .....	" " .....
Treasurer .....	R. B. Thompson .....	" " .....
Assistant Auditor .....	W. S. Roney .....	" " .....
General Manager .....	John G. Williams .....	" " .....
Assistant General Manager .....	Joseph Hill .....	St. Louis, Mo. ....
Engineer of M. of W. ....	A. J. Gibbons .....	Terre Haute, Ind. ....
Engineer of M. of W. ....	Benj. McKeen .....	" " .....
Assistant Superintendent .....	E. R. Darton .....	St. Louis, Mo. ....
Superintendent of Transportation .....	W. K. Elliott .....	Terre Haute, Ind. ....
Superintendent of Telegraph .....	R. B. Woolsey .....	" " .....
General Freight Agent .....	H. W. Hibbard .....	St. Louis, Mo. ....
General Passenger Agent .....	E. A. Ford .....	" " .....
Assistant General Passenger Agent .....	J. M. Chesbrough .....	" " .....
General Baggage Agent .....	R. R. Bentley .....	Pittsburgh, Pa. ....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Thos. D. Messler.....	Pittsburgh, Pa.....	January 9, 1894.....
James McCrea .....	" .....	" .....
John E. Davidson.....	" .....	" .....
W. R. McKeen .....	Terre Haute, Ind.....	" .....
Robt. L. Dulaney .....	Marshall, Ill.....	" .....
E. O. Stanard.....	St. Louis, Mo.....	" .....
A. G. Henry.....	Greenville, Ill.....	" .....
Chas. Seybt.....	Highland, Ill.....	" .....
J. S. Peers.....	Collinsville, Ill.....	" .....

ST. LOUIS, VANDALIA & TERRE HAUTE RAILROAD  
COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	John E. Davidson.....	Pittsburgh, Pa.....
Secretary .....	S. B. Liggett .....	" .....
Treasurer.....	T. H. B. McKnight.....	" .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Thos. D. Messler.....	Pittsburgh, Pa.....	January 9, 1894... ..
James McCrae .....	" .....	" .....
John E. Davidson.....	" .....	" .....
W. R. McKeen .....	Terre Haute, Ind. ....	" .....
Robert L. Dulaney .....	Marshall, Ill.....	" .....
E. O. Stanard .....	St. Louis, Mo.....	" .....
A. G. Henry .....	Greenville, Ill.....	" .....
Chas. Seybt.....	Highland, Ill.....	" .....
J. S. Peers.....	Collinsville, Ill.....	" .....

**TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY,  
LESSEE TERRE HAUTE & PEORIA RAILROAD COMPANY.**

**OFFICERS.**

Title.	Name.	Location of Office.
President .....	W. R. McKeen .....	Terre Haute, Ind.....
First Vice-President .....	Jno. G. Williams .....	" .....
Secretary .....	Geo. E. Farrington .....	" .....
Treasurer .....	R. B. Thompson .....	" .....
Auditor .....	W. S. Roney .....	" .....
General Manager .....	Jno. G. Williams .....	" .....
Assistant General Manager .....	Joseph Hill .....	St. Louis, Mo. ....
Engineer M. of Way .....	P. & J. Gibbons .....	Terre Haute, Ind.....
Engineer M. of Way .....	Benj. McKeen .....	" .....
Assistant General Superintendent .....	E. E. Darlow .....	St. Louis, Mo. ....
Superintendent of Transportation .....	N. K. Elliott .....	Terre Haute, Ind.....
Superintendent of Telegraph .....	R. B. Woolsey .....	" .....
General Freight Agent .....	H. W. Hibbard .....	St. Louis, Mo. ....
General Passenger Agent .....	E. A. Ford .....	" .....
Assistant General Passenger Agent .....	J. M. Chesbrough .....	" .....
General Baggage Agent .....	R. R. Bentley .....	Pittsburgh, Pa. ....

**TOLEDO, PEORIA & WESTERN RAILWAY COMPANY.**

**OFFICERS.**

Title.	Name.	Location of Office.
Chairman of the Executive Committee Board .....	Charles Moran .....	New York, N. Y. ....
President .....	E. F. Leonard .....	Peoria, Ill. ....
Vice-President .....	John W. Bunn .....	Springfield, Ill. ....
Secretary .....	E. D. Usner .....	Peoria, Ill. ....
Treasurer .....	E. F. Leonard .....	" .....
General Attorney .....	Walter S. Horton .....	" .....
Auditor .....	E. D. Usner .....	" .....
General Manager .....	E. F. Leonard .....	" .....
General Superintendent .....	E. N. Armstrong .....	" .....
Superintendent of Telegraph .....	C. B. Plantz .....	" .....
General Freight Agent .....	D. Mowat .....	" .....
General Passenger Agent .....	E. N. Armstrong .....	" .....
General Ticket Agent .....	E. N. Armstrong .....	" .....
General Baggage Agent .....	E. N. Armstrong .....	" .....
Agent in Illinois for transfer of stock .....	E. D. Usner .....	" .....

**DIRECTORS.**

Name.	Post-Office Address.	Date of Expiration of Term.
James A. Roosevelt .....	New York, N. Y. ....	September, 1895.....
Franklin H. Head .....	Chicago, Ill. ....	" .....
E. F. Leonard .....	Springfield, Ill. ....	" .....
Chas. Moran .....	New York, N. Y. ....	" .....
Cornelius B. Gold .....	" .....	1894 .....
William H. Gebhard .....	" .....	" .....
W. S. Horton .....	Peoria, Ill. ....	" .....
F. D. Usner .....	" .....	1893 .....
John W. Bunn .....	Springfield, Ill. ....	" .....

# TOLEDO, ST. LOUIS & KANSAS CITY RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President and Receiver .....	S. R. Calloway .....	Toledo, O. ....
Secretary .....	M. L. Crowell .....	" " " " " "
Treasurer .....	W. Howard Gilder .....	New York City, N. Y. ....
General Solicitor .....	Clarence Brown .....	Toledo, O. ....
Auditor .....	D. D. Davis .....	" " " " " "
General Superintendent .....	A. L. Mills .....	" " " " " "
Division Superintendent .....	C. N. Pratt .....	Frankfort, Ind. ....
Division Superintendent .....	L. T. Westrich .....	St. Louis, Mo. ....
Superintendent of M. & R. S. ....	W. I. Cooke .....	Frankfort, Ind. ....
Superintendent Car Service .....	E. Dre-ser .....	Toledo, O. ....
Superintendent of Telegraph .....	N. McKinnon .....	" " " " " "
General Roadmaster .....	H. T. Porter .....	" " " " " "
General Freight Agent .....	W. S. Weed .....	" " " " " "
Assistant General Freight Agent .....	D. F. Jennings .....	St. Louis, Mo. ....
General Passenger Agent .....	C. C. Jenkins .....	Toledo, O. ....
Chief Surgeon .....	S. S. Thorne .....	" " " " " "

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
R. G. Ingersoll .....	New York, N. Y. ....	September, 1895 .....
F. L. Russ .....	" " " " " "	" " " " " "
W. Howard Gilder .....	" " " " " "	" " " " " "
Jos. O. Osgood .....	" " " " " "	" " " " " "
Chas. Miller .....	Franklin, Pa. ....	" " " " " "
Clarence Brown .....	Toledo, O. ....	1894 .....
S. R. Calloway .....	" " " " " "	" " " " " "
S. H. Kneeland .....	New York, N. Y. ....	" " " " " "
J. S. Stout .....	" " " " " "	" " " " " "
Lansdale Boardman .....	" " " " " "	1896 .....
F. J. Sawyer .....	Buffalo, N. Y. ....	" " " " " "
M. L. Crowell .....	Toledo, O. ....	" " " " " "
F. L. Geddes .....	" " " " " "	" " " " " "

# WABASH RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	O. D. Ashley .....	New York, N. Y. ....
President .....	O. D. Ashley .....	" " " " " "
Vice-President .....	Edgar T. Wells .....	" " " " " "
Vice-President .....	James F. How. ....	St. Louis, Mo. ....
Secretary .....	J. C. Ote-on .....	New York, N. Y. ....
Treasurer .....	T. L. O'Leary .....	St. Louis, Mo. ....
General Solicitor .....	Wells H. Blodgett .....	" " " " " "
Auditor .....	D. B. Howard .....	" " " " " "
Assistant Auditor .....	E. B. Pryor .....	" " " " " "
General Manager .....	Charles M. Hays .....	" " " " " "
Chief Engineer .....	W. S. Lincoln .....	" " " " " "
General Superintendent .....	H. L. Magee .....	" " " " " "
Division Superintendent .....	E. A. Gould .....	Peru, Ind. ....
Division Superintendent .....	J. L. Goodrich .....	Chicago, Ill. ....
Division Superintendent .....	F. H. McGuigan .....	Kansas City, Mo. ....
Superintendent of Telegraph .....	G. C. Kinsman .....	Decatur, Ill. ....
Traffic Manager, freight .....	M. Knight .....	St. Louis, Mo. ....
General Freight Agent .....	S. B. Knight .....	" " " " " "
Assistant General Freight Agent .....	J. D. Lund .....	" " " " " "
General Passenger Agent .....	F. Chandler .....	" " " " " "
Assistant General Passenger Agent .....	C. S. Crane .....	" " " " " "
General Ticket Agent .....	F. Chandler .....	" " " " " "
Assistant General Ticket Agent .....	C. S. Crane .....	" " " " " "
General Baggage Agent .....	S. H. Overholt .....	" " " " " "



## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
O. D. Ashley .....	New York City, N. Y. ....	September 12, 1893....
George J. Gould.....	" " .....	" " .....
Edgar T. Wells.....	" " .....	" " .....
Henry K. McHarg.....	" " .....	" " .....
C. J. Lawrence.....	" " .....	" " .....
S. C. Reynolds.....	Toledo, Ohio.....	" " .....
Thomas H. Hubbard.....	New York City, N. Y. ....	" " .....
John T. Terry.....	" " .....	" " .....
Russell Sage.....	" " .....	" " .....
Francis Pavy.....	London, England.....	" " .....
C. C. Macrae.....	" " .....	" " .....
P. B. Wyckoff.....	New York City, N. Y. ....	" " .....
Edwin Gould.....	" " .....	" " .....

## WABASH, CHESTER &amp; WESTERN RAILROAD COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Nathan Cole.....	St. Louis, Mo.....
Vice-President.....	C. B. Cole.....	Chester, Ill.....
Secretary.....	H. C. Cole.....	" " .....
Treasurer.....	C. B. Cole.....	" " .....
Attorney.....	H. C. Horner.....	" " .....
Auditor.....	C. E. Kingsbury.....	" " .....
General Manager.....	C. B. Cole.....	" " .....
Superintendent.....	J. R. Hawkins.....	" " .....
General Freight Agent.....	C. E. Kingsbury.....	" " .....
General Passenger Agent.....	C. E. Kingsbury.....	" " .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Nathan Cole .....	St. Louis, Mo.....	March, 1894.....
Charles B. Cole.....	Chester, Ill.....	" " 1895.....
H. C. Cole.....	" " .....	" " .....
J. J. Morrison.....	" " .....	" " 1896.....
George W. Evans.....	Mt. Vernon, Ill.....	" " .....

## CHICAGO UNION TRANSFER COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President .....	H. H. Porter.....	Chicago, Ill.....
Secretary.....	Parke E. Simmons.....	" " .....
Treasurer.....	Andrew Crawford.....	" " .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
Samuel W. Allerton .....	Chicago, Ill .....	October, 1893.....
Andrew Crawford.....	“ .....	“ .....
George B. Harris.....	“ .....	“ .....
James McCrea .....	Pittsburgh, Pa.....	“ .....
Edward J. Martyn.....	Chicago, Ill .....	“ .....
Roswell Miller.....	“ .....	“ .....
H. H. Porter.....	“ .....	“ .....
N. B. Ream.....	“ .....	“ .....
A. A. Sprague .....	“ .....	“ .....
A. B. Stickney .....	St. Paul, Minn. ....	“ .....
J. M. Whitman.....	Chicago, Ill .....	“ .....

## ST. LOUIS BRIDGE COMPANY.

## OFFICERS.

Title.	Name.	Location of Office.
President.....	Wm. Taussig.....	St. Louis, Mo.....
Vice President .....	Julius Walsh.....	“ .....
Secretary.....	V. W. Fisher .....	“ .....

## DIRECTORS.

Name.	Post-Office Address.	Date of Expiration of Term.
J. Pierpont Morgan.....	New York, N. Y.....	March 6, 1894.....
Julius S. Walsh.....	St. Louis, Mo.....	“ .....
William Taussig.....	“ .....	“ .....
Thomas E. Tutt .....	“ .....	“ .....
V. W. Fisher.....	“ .....	“ .....

## LIST OF RAILROADS INCORPORATED DURING THE YEAR ENDING JUNE 30, 1893.

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Illinois Railway Co. From a point in Chicago to a point on or near the eastern boundary in the State of Illinois near Rock Island. Offices, Chicago. Capital stock, \$4,000,000. Directors, J. C. Cadwell, G. F. Watson, E. L. Waugh and Wm. Dallin. Filed July 27, 1892.

Illinois Western Railroad Co. From a point on the C., B. & Q. R. R. near the city of Canton in a southeasterly direction through the county of Fulton, to a point on the Illinois river; also to construct and acquire railroad from the town of Bryant, St. Davids and other towns in Fulton county on the C., B. & Q. R. R. to connect with said first described line. Offices, Chicago. Capital stock, \$75,000. Directors, G. W. Fraer, C. E. Phillips, G. F. Bartlett, Jr., S. A. Burnham and C. P. Solberg. Filed July 30, 1892.

Illinois Southwestern Railway Co. From a point on the proposed line of the Chicago & New Orleans Railway, between Jefferson and Franklin counties, in a southwesterly direction to the city of Carbondale. Offices, Chicago. Capital stock, \$1,000,000. Directors, R. S. Wade, D. R. McCutchen, D. M. Sill, W. Briggs and C. E. Wyman. Filed August 8, 1892.

Chicago Great Western Railway Co. From a point on the boundary line between the States of Indiana and Illinois, at or near the southeast corner of section five, township thirty-six, in a westerly, northerly and easterly direction to a point on the shore of Lake Michigan in section thirty-two, township forty-one. Offices, Chicago. Capital stock, \$90,000,000. Directors, J. L. Pratt, Sycamore, Ill.; S. C. Stickney, H. A. Gardner, W. A. Gardner and P. E. Simmons, Chicago, Ill., and Robert C. Wright, C. Nichols, R. DuPuy and E. Hadley, St. Paul. Filed August 12, 1892 and November 14, 1892.

Tri-City Terminal Co. From a point in the city of Rock Island to the town of Milan, also to the city of Davenport in Scott county, Iowa. Office, Rock Island, Ill. Capital stock, \$1,000,000. Directors, H. Carse, W. Roth, O. Huber, J. W. Potter, F. C. Denkman, F. Hass, V. M. Blanding, E. W. Gayer, G. G. Craig, J. Crubaugh and S. W. Searle. Capital stock, \$1,000,000. Filed August 15, 1892.

Lake Street Elevated Railroad Co. From a point near the east end of Lake street in the city of Chicago, extending in a westerly direction to the west line of Cook county, with such feeders, loops, switches and branches as the board of directors may deem advisable. Offices, Chicago. Capital stock, \$5,000,000. Directors, P. H. Rice, O. W. Bruner, M. C. McDonald, H. L. Holland, H. P. Thompson, O. M. Brady, T. P. Hicks, E. Walker. Filed August 23, 1892.

Clayton, Pea Ridge and Coal Co. Extending from Clayton in Adams county, to section thirty-six, Schuyler county. Office, Clayton, Adams county. Capital stock, \$200,000. Directors, T. J. Clark, E. Yakel, Pea Ridge; B. W. Bryant, D. M. Halshead, Keithsburg; F. P. Clark, Mt. Sterling; G. W. Montgomery, Clayton; J. Brady, Pea Ridge. Filed August 29, 1892.

Chicago Union Elevated and Tunnel Railway Co. From a point in the first ward in the City of Chicago and all necessary branches in a westerly direction to the western limits of said city. Offices, Chicago. Capital stock, \$17,000,000. Directors, J. Tyler, J. G. Cozzens, F. Landis, H. Hurlbut, G. M. Eckels. Filed September 6, 1892.

The Elevated Terminal Railway Co. of Chicago. From a point north of the south line of Washington street in the south division of the city of Chicago, between the east line of Fifth avenue and the Chicago river on the west, thence southerly to a point between the north line of Adams street and the south side of Polk street on the south, thence easterly to a point between the west line of State street and Lake Michigan on the east, thence in a northerly direction to a point north of the south line of Randolph street and the Chicago river on the north, thence in a westerly direction to the point of beginning, with all proper branch lines. Offices, Chicago. Capital stock, \$7,500,000. Directors, W. C. Gunn, J. H. Miller, A. Gillespie, P. Brown and W. G. Adams. Filed September 21, 1892.

Chicago & Southern Railway Co. From a point at or near the city of Chicago to a point at or near Paris in the county of Edgar. Offices, Chicago. Capital stock, \$10,000,000. Directors, F. E. Hinckley, Chicago; D. T. Little, Springfield; W. H. Holcomb, Chicago; F. H. Jones, Springfield; J. H. Wilson, S. T. Dresser, J. I. Pierce and J. Mather. Filed October 24, 1892.

The City Elevated Railway Co. From a point on Michigan avenue between Lake and Harrison streets in the city of Chicago, to a point in the boundary line of Cook county between Kedzie avenue and State street. Offices, Chicago. Capital stock, \$7,500,000. Directors, W. H. Davis, L. C. Link, J. L. Read, J. K. Biele and E. S. Homans. Filed November 15, 1892.

St. Paul, Galesburg & Southern Railway Co. From a point on the northern line of the State of Illinois in Jo Daviess county in a southeasterly direction to the town of Waverly in the county of Morgan, with a branch from a point in Fulton county northeasterly to the city of Peoria, and from said point in Fulton county southwesterly to a point on the Mississippi river in Pike county. Offices, Chicago. Capital stock, \$6,000,000. Directors, J. A. Gray and A. C. Atherton, Lewistown; W. M. Van Nortwick, Batavia; E. A. Temple, Des Moines; T. M. Stuart, S. H. Mallory and D. J. Thayer, Chariton, Iowa. Filed November 29, 1892.

Indianapolis & Southwestern Railway Co. From Indianapolis, Indiana, to East St. Louis, Illinois. Offices, Chicago. Capital stock, \$250,000. Directors, J. G. Davis, W. A. Wallace, S. S. Thompson, G. H. Crosby and W. A. Ball, Chicago; L. N. Downey, Gosport, Ind.; James King, Owen county, Indiana. Filed November 30, 1892 and December 9, 1892.

Chicago, Lake View & Suburban Electric Railroad Co. From a point in the city of Chicago north to Waukegan, Illinois, with branches running east and west and to furnish electric lighting and power in towns connected with its road. Offices, Chicago. Capital stock, \$500,000. Directors, W. J. McGarigle, Lakeview; H. Jampolis and J. McKeough, Chicago; H. Southworth, Waukegan; J. G. Jenkins, Ravenswood. Filed December 9, 1892.

Chicago, Evanston & Indiana Railway Co. From a point between the north city limits of Chicago and the north line of Cook county in a westerly and southerly direction, thence easterly intersecting the line dividing the States of Indiana and Illinois at a point between the south line of Cook county and Lake Michigan with branches deemed necessary. Offices, Chicago. Capital stock, \$5,000,000. Directors, J. W. Taylor, J. G. Watson, N. P. R. Hatch, J. Davis and David Williams. Filed December 17, 1892.

DeKalb, Chicago & Great Western Railroad Co. From the city of DeKalb to the city of Sycamore, also in the county of DeKalb. Offices, DeKalb. Capital stock, \$15,000. Directors, C. E. Bradt, W. C. Lott, S. E. Bradt, A. W. Fisk, F. C. Patten and W. L. Ellwood, DeKalb; D. J. Carner, Sycamore. Filed December 17, 1892.

Chicago & Mississippi Railroad Co. From the city of Chicago to a point on the Mississippi River in Mercer county, and from a point on said line in Stark county to a point on the Mississippi river in Pike county. Offices, Chicago. Capital stock, \$10,000,000. Directors, D. W. McCord, S. M. Duntton, N. J. McMillen, G. F. Tibbits and Chas. M. Lahm. Filed December 20, 1892.

St. Clair County Coal Railroad Co. From a point on the Mississippi river in Madison county to a point on the Mississippi river in St. Clair county opposite the city of St. Louis, Mo. Offices, East St. Louis. Capital stock, \$100,000. Directors, S. H. Hoffman, W. H. Miltenberger, G. W. Davis and H. H. Elliot, St. Louis; J. B. Lovingstone, M. W. Martindale, J. A. Maner, G. W. Booker and R. V. Gordon, East St. Louis. Filed December 22, 1892.

Chicago and Calumet Valley Railroad Co. From a point in the south part of the city of Chicago in a southwesterly direction to a point in Lemont township, known as the Sag. Offices, Chicago. Capital stock, \$500,000. Directors, J. G. Campbell, J. B. Payne, H. A. Ridder, W. Brace and C. V. Smith. Filed December 23, 1892.

Granite City and Madison Belt Line Railroad Co. From the Chicago, Peoria & St. Louis and the Toledo, St. Louis & Kansas City Railroads near the northeast quarter of section thirty in township three, north, range nine west of third principal meridian, in the county of Madison to a point near the southwest quarter of section eighteen in said township and range at or near the Wabash, the Indianapolis & St. Louis, and the Chicago and Alton Railroads, and from said last named point to a point near the northeast half of section twenty-four in township three, north, range ten, and from last named point to the point at or near the point of first beginning. Offices, Kinder, Illinois. Capital stock, \$100,000. Directors, F. G. Niedringhaus, St. Louis; W. F. Niedringhaus, St. Louis; C. N. Travons, Edwardsville; M. Henson, Kinder; G. Little, Glen Carbon. Filed December 27, 1892.

The Chicago and Southwestern Electric Railway Co. Running in an east and west line from and between the southeast corner of section four, township thirty-seven, north, range fourteen east of third principal meridian, and the northwest corner of section nine, township thirty-seven, north, range thirteen east of third principal meridian. Offices, Chicago. Capital stock, \$250,000. Directors, B. F. Jacobs, O. K. Monson, T. J. Bolger, E. P. Crooker, D. R. Niver, R. S. Thain and E. G. Weinnick. Filed January 9, 1893.

Chicago and Hammond Railway Co. From a point in the city of Chicago to a point on the State Line between the State of Indiana and Illinois. Offices, Chicago. Capital stock, \$200,000. Directors, F. H. Bowen, D. Ward, A. H. Voldintine, W. P. Black and W. H. Fitzgerald. Filed January 12, 1893.

Chicago, Grand City and Terre Haute Railway Co. From Chicago, Illinois, to Grand City and Terre Haute, Indiana, as near the State line between Illinois and Indiana as practicable. Offices, Chicago. Capital stock, \$2,000,000. Directors, I. T. Dyer, W. D. Boss, C. J. Stromberg, A. J. McDonald, H. G. Tweed, C. D. Hyndman and J. L. Greaves. Filed January 14, 1893.

Chicago and North Shore Belt Terminal Railroad Company. From a point on the Illinois and Wisconsin State line near Spring Bluff Station to Waukegan, Lake county, Illinois. Offices, Chicago. Capital stock, \$200,000. Directors, C. H. Whiting, R. E. Ismond, J. H. Vanvliissingen, S. J. How, F. S. Reed, J. E. Colnon, and H. A. Jones. Filed February 2, 1893.

St. Louis, Collinsville & Eastern Railway Co. From the city of East St. Louis to Collinsville with a branch from the nearest and most practical point to the town of Venice. Offices, East St. Louis. Capital stock, \$250,000. Directors, A. Young, St. Louis; J. Hannerty, Chicago; W. Young, St. Joseph; S. P. Gordon and P. A. Gordon, Glen Carbon. Filed February 6, 1893.

Chicago, Joliet and Western Railway Co. From a point in Cook county on the Western limits of Chicago, to the Mississippi river, with extensions and other connections necessary. Offices, Chicago. Capital stock, \$5,000,000. Directors, J. W. Tayler, L. M. Martin, D. Williams, N. P. R. Hatch, J. Davis. Filed March 6, 1893.

Springfield, Jacksonville & Winchester Electric Railway Co. From Springfield, Sangamon county, to Winchester, Scott county, through Jacksonville, Morgan county. Offices, Jacksonville. Capital stock, \$1,000,000. Directors, J. F. Self, G. Huffaker, Jacksonville; J. Gibbs, Scott county; W. Case, Jacksonville; S. S. Dewees, Alexander. Filed March 6, 1893.

Ohio River and St. Louis Railway Co. From a point on the Ohio river at Golconda, Polk county, westerly to a point on the Paducah division of the Cairo Short Line near the station called Reevesville. Offices, Golconda. Capital stock, \$150,000. Directors, J. A. Rose, W. P. Sloan, T. McGowan, H. Clanahan, P. V. Trovillion and G. Gilbert, Jr., Golconda; and J. R. Steagall, Brownfield; J. A. Whiteside, Allen Springs. Filed March 6, 1893.

Chicago and West Ridge Railroad Co. From a point on the line of the Chicago & Northwestern Railway at or near Weber Junction, Cook county, to a point at or near the intersection of Lincoln avenue and Peterson avenue in the city of Chicago. Offices, Chicago. Capital stock, \$25,000. Directors, B. F. Weber, T. Sutton, B. W. May, H. P. Kranz, W. H. Alsip and P. Reidberg. Filed March 21, 1893.

Chicago, Joliet & Southwestern Railway Co. From Chicago to a point on the east bank of the Mississippi river near or opposite the city of Burlington, Iowa. Offices, Chicago. Capital stock, \$5,000,000. Directors, J. E. Williams, C. Macklin, G. Wilson, W. B. Wilson and J. Lansing. Filed March 25, 1893.

Chicago & Texas Railroad Co. In Illinois, consolidation of the Grand Tower & Carbondale and Grand Tower & Cape Girardeau now constructed. Offices, Murphysboro, Jackson county. Capital stock, \$2,500,000. Directors, W. W. Barr, Carbondale; F. H. Batter, J. W. Lewis, J. P. Foster, Murphysboro; J. B. Gazzam, St. Louis. Filed April 13, 1893.

Grand Central Railway Co. From Chicago north and east of the north branch of the Chicago river in a northerly and westerly direction, also with branches southerly and southwesterly, and also to the villages of Bowmanville, Niles Center, Des Plaines, Norwood Park, and Wheeling or any one or more of them to the south line of Lake county; thence northerly and westerly to a point on the line between Illinois and Wisconsin on the most feasible route to Lake Geneva, also a branch line to Waukegan, and thence to the State line. Also most feasible route to Pullman and South Chicago, and thence southeasterly to the State line between Illinois and Indiana, with all necessary branches. Offices, Chicago. Capital stock, \$15,000,000. Directors, J. V. Farwell, R. Meadowcroft, W. Temple, F. H. Starkweather, A. Peterson, E. Knauer and W. J. Richardson. Filed April 27, 1893.

Raven & Springfield Railway Co. From near Raven, Edgar county, where the Indianapolis, Decatur & Springfield and the Indianapolis, Decatur & Western crosses Indiana and Illinois State line, to the city of Decatur. Offices, Decatur. Capital stock, \$1,000,000. Directors, T. B. Akins, J. K. Warren, W. C. Outten, H. P. Page and J. E. King. Filed May 11, 1893.

DuQuoin and Murphysboro Coal and Railroad Co. From DuQuoin to Murphysboro, Jackson county, twenty miles. Capital stock, \$50,000. Directors, W. S. Hawks, F. P. Fallon, D. Oustott, J. C. Monk and H. F. Linge. Filed May 31, 1893.

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# APPENDIX.

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No. 1.

TRAVELERS' PROTECTIVE ASSOCIATION,  
*Complainants,*

vs.

INDIANA & ILLINOIS SOUTHERN RAILROAD COMPANY,  
*Respondents.*

UNSAFE CONDITION OF ROADWAY.

This complaint, filed by the President of the Travelers' Protective Association under date of April 6, 1893, alleges that the condition of the Indiana & Illinois Southern Railroad is dangerous for passenger travel, and requests that an investigation be made; whereupon the Board instructed their Consulting Engineers to make an examination of the physical condition of the road.

The report of the engineers was filed July 8, recommending a reduction of twenty-five per cent. in train speed for both passenger and freight trains. The report was approved by the Board, and a copy, together with order of the Commission to comply therewith, was sent to the Vice-President of the company at Chicago.

The matter remained in this status until October 24, on which date an accident occurred just east of Effingham, injuring passengers. Investigation was at once made by the Board and the Consulting Engineers, and, under date of October 27, a report was made to the Board by its Consulting Engineers, in which appears a copy of their report on the physical condition of the road made July 8.

The report was approved by the Commission, and an order issued instructing that necessary repairs be made to put the road in safe condition.

REPORT OF CONSULTING ENGINEERS.

[Copy.]

DWIGHT, ILLINOIS, October 27, 1893.

*Hon. W. S. Cantrell, Chairman Board of R. R. and W. Com., Springfield, Ill.:*

DEAR SIR:—On Tuesday morning, the 24th inst., at about 6:10 A. M., a passenger train wreck occurred on the Indiana & Illinois Southern Railroad, about one and one-half miles southeast of Effingham, in which thirteen passengers were injured. Upon information that a wreck had occurred, we sent you the following telegram:

"Hon. W. S. Cantrell, Benton, Ill.:

"Wreck on Indiana & Illinois Southern at Effingham: thirteen hurt one fatal. We go at once to investigate.

(Signed)

D. C. MORGAN."

We reached Effingham Wednesday night, the 25th inst., and were met there by yourself. On Thursday morning, the 26th inst., we accompanied you to the scene of the wreck, making a careful examination of the situation and getting such information concerning it as possible.

In Effingham we also made inquiry into the cause of the wreck from every available source, and upon part of the information received and our personal observation at the scene of the accident we hand you herewith our report:

On May 24, five months prior to the accident referred to, we made a critical examination of the physical condition of the Indiana & Illinois Southern. The examination was made at the request of the Commission, based on a complaint filed with the Commissioners by the Travelers' Protective Association, alleging that the road was unsafe. The following is a copy of the report made in compliance with the order of the Commission:

[Copy.]

SPRINGFIELD, ILL., July 5, 1893.

Hon. W. S. Cantrell, Chairman Board of R. R. and W. Com., Springfield, Ill.:

DEAR SIR:—Pursuant to the instructions of your Board, we have made a complete examination of the physical condition of the Indiana & Illinois Southern Railroad; also made inquiry into such other matters concerning the road as were thought important for your consideration.

To facilitate our work, the general manager of the road, Mr. P. H. Blue, placed a special engine and car at our disposal. We were accompanied by officers of the road, who assisted us and gave us such information as we desired. The inspection was made in the following manner:

The speed of the train was reduced to about six miles per hour, and, in addition to the observation of the track, as the train proceeded, stops were made every two miles and a complete inspection made in detail; also, stops were made at all structures and an examination made of the character of their construction and their condition.

A history of the organization and construction of the Indiana & Illinois Southern Railroad will be found in Poor's Manual of Railroads for 1888, which is doubtless sufficiently accurate for your information in that regard, in connection with the complaint you have under consideration. The present company owns and operates a fraction over ninety miles of main line track, fifty-eight miles being in Illinois, extending from Effingham, in a southeasterly direction to the Wabash River, or State line of Indiana. The road was constructed in 1880 and was originally narrow gauge (three feet). It was widened in 1887, and has since been operated as a standard gauge road.

*Right of Way.*—The right of way varies in width, and is ample for all necessary trackage.

*Fencing.*—About one-half of the line is fenced; the fences were constructed partly by the railroad company and partly by the adjoining property owners, and they are maintained in fairly good condition.

*Excavations.*—The excavations are ample in width, but they are not well drained; therefore the track cannot be kept in good alignment and surface throughout the year.

*Embankments.*—The embankments are generally of good form, though somewhat deficient in width at grade in some places.

*Grades.*—There are many short grades on the line, not of importance as affecting the safety of trains; the only grade of importance is that entering Effingham from the south.

*Ties.*—The ties are generally of white and burr oak: more than one-half of them are for the narrow gauge, six feet in length, having been in service since the road was constructed. The average useful life of the ties is about eight to nine years: many of them that are still in service are broken and rotted out, having been in the track twelve years. All ties which have been inserted since the road was reconstructed in 1887 are eight feet long by six by eight inches, and are in good condition, but they constitute less than one-half of the total number of ties in the track. The ties average two thousand, seven hundred to the mile, which would probably serve their purpose fairly well even with the light rail in use if thoroughly maintained.

*Track Rails.*—The road in Illinois is laid with iron rails, weighing thirty-five pounds per lineal yard, which have been in the track since the road was constructed. They are of various lengths up to thirty feet. Their condition is poor, being much worn, shivered and bent.

*Joint Fastenings.*—The rail joint fastenings were originally twenty-inch fish plates, having four one-half-inch bolts with nuts. These plates have been worn and broken by service so that some of the joints are now poorly supported, some of the plates being only three inches in length and connected by a bolt inserted between rail ends and the nut tightened. Generally the joint fastenings are in very poor condition.

*Spikes.*—The spikes are small, mostly those originally used before the gauge of the road was changed. All new spikes are standard in size.

*Cattle Guards.*—The cattle guards are of various forms of construction and furnish quite ample protection if thoroughly maintained, but some of them are in poor condition, needing renewals and repair.

*Bridges.*—There are many wooden trestles and pile bridges. In all instances they were rebuilt when the road was reconstructed and standard gauged in 1887-89. They are built of white oak, three piles under caps and well braced. They are well constructed and in good condition generally. The east approach pile bridge to the Embarrass river bridge is supported by only two piles for each bent. A third pile should be inserted and the piles braced diagonally. In a number of instances rip-rap protection is needed to prevent bulkheads from being undermined and washed out in time of freshets. The low and unsurfaced condition of the track approaching most of the trestles is such that the structures are subjected to severe strains by trains passing over them, and also the trains themselves.

*Truss Bridges.*—There are two truss bridges, one over Embarrass river of two spans of one hundred and twenty-five feet each, constructed by the Massillon Bridge Co., and one over the Wabash river of three spans of one hundred and seventy feet each and a draw span of two hundred and thirty-eight feet, constructed by the Keystone Bridge Co. These bridges are both built of iron, are in good condition and competent to the service. Heavy steel track rails are laid on these structures.

*Stations and Buildings.*—The towns along the line are very small, with three exceptions, and have been supplied with old box cars for depots, but suitable platforms for handling freight have been constructed in addition. There are fairly good station buildings and platforms at Robinson and Palestine.

*Water Tanks.*—Water tanks have been erected along the line where needed; they are small, but answer the purpose reasonably well.

*Shops.*—The repair shops of the company are located at Palestine and they are supplied with machinery and tools suited to all ordinary repairs to engines and cars for the road.

*Rolling Stock.*—The rolling stock consists of three box cars, one hundred and two gondola cars, two coaches, two combination baggage and mail cars and five locomotives; nearly all are poorly maintained, perhaps excepting the gondola coal cars. Some of the coal cars are of sixty thousand pounds capacity. The locomotives vary in weight from twenty-five to fifty tons. The heavy engines are not used on the Illinois portion of the road.

*Train Speed.*—The speed of passenger trains as scheduled in their time card of April 30th gives a rate of fifteen miles per hour including stops. Freight trains eight and one-half miles per hour including stops.

*Traffic.*—The principal traffic on the line is derived from the products of the coal mines and the products of agriculture. Much of the traffic is moved in foreign cars of sixty thousand pounds capacity, thus subjecting the light weight rails to service they were never intended for.

The foregoing facts show that important improvements in the road were made in 1887-89 but they also show that the improvements were not so complete as to fully adapt the road to the heavy traffic brought upon it by widening its gauge. The physical condition of the road and equipment in Illinois, with the exception of the bridges, is at a very low standard. The weight and condition of the rail and its joint fastenings are inadequate to economically or safely support the traffic.

It will be seen by reference to the financial condition of the company as reported to the Commission for the year ending June 30, 1892, that the ability of the company to make improvements out of net earnings is very limited, and that its property and income are quite insufficient to furnish a basis for any form of additional loan. All of the information obtained and also the report of the officers of the company confirm the reasonableness of the complaint made to the Commission; but we are glad to say that the accidents have consisted in the derailment of trains, which resulted only in bruising some of the passengers, no fatal injury having been received by anyone so far as we could learn.

#### CONCLUSIONS.

From a careful consideration of all the factors mentioned and also minor ones which have come under our observation, we see no feasible remedy for the evil complained of but to reduce the speed of both passenger and freight trains until the road shall be so improved as to justify a higher speed. A reduction of twenty-five per cent from the present schedule would reduce the liability to accident and might stimulate the company to its greatest ability in making the needed improvements; therefore we recommend it.

This report was approved by the Commission and a copy sent to Mr. John B. Lyon, Vice-president of the road with an order to reduce the speed of the trains twenty-five per cent. On August 1, Mr. P. H. Blue, General Manager of the road, having received a copy of our report and the order of the Commission, addressed us the following letter:

"SULLIVAN, IND., August 1, 1893.

"*Dwight C. Morgan, Esq., Dwight, Ill.:*

DEAR SIR:—I have a copy of your report to the Railroad and Warehouse Commission. I desire to thank you for the general fairness and accuracy of the same, but desire to call your attention to some matters which, I think, out of justice to us, should be modified.

Under the head of excavations, you state they are, "ample in width but are not well drained, therefore, the track cannot be kept in good alignment or surface throughout the year." It occurs to me that you might say in this connection that the ditches will necessarily fill up to some extent in the spring of the year when the frost goes out of the ground and rains are heavy, and as the time you made the examination was so early we had not had time to clean them out. While it was late enough to have done the work, yet it was so wet in the spring, you will remember, that the ground was in no condition that it could be worked.

In regard to ties, you state that, "more than one-half of the ties are narrow gauge, having been in service since the road was constructed." You are in error about this matter. The fact is, that in 1885 and 1886 we retied almost the entire road with 6 feet narrow gauge ties. This was done before we concluded to change the gauge. It was a mistake of course, but yet it was done. The six foot ties are seven and eight years old.

In regard to spikes. There is some discrepancy in this. We commenced using a standard gauge spike before we widened the gauge, and in re-tieing and widening the gauge we lost a large per cent of the spikes, all of which we replaced with standard gauge spikes. All spikes used since then have been standard gauge.

You state that as we are using foreign cars from other roads, many of them sixty thousand pounds capacity, they are too heavy for the rail, and conclude by recommending a reduction of the speed. It is true that we use foreign cars and some of thirty ton capacity, and these are too heavy for the rail, but that does not particularly affect the passenger train service. Our passenger cars are light and the engines that we use in that service are light and, therefore, the fact that the other cars are too heavy should not apply to the passenger service, and it does not seem to me that the passenger service should for that reason be reduced in speed. Not much of the coal going off of our line goes over the Illinois division, and most of the coal cars are now fifty thousand pounds capacity. We reduced the maximum loading of cars going to Illinois to forty thousand pounds capacity, which, I think, is more effective than would be the reduction of speed. During the dry season of the year the speed of the passenger trains is certainly slow enough. It is true that in case of extreme bad weather, or when the frost is going out of the ground the speed is a little fast, but this continues only a few days and we have always reduced the speed, running behind time without making any change in the schedule time to meet this emergency.

I enclose you a copy of a letter I have written the Secretary of the Railroad and Warehouse Commission for your information, and would be pleased to have you write me what you think about these suggestions, as a reduction of our passenger train speed will very seriously interfere with all our connections.

(Signed) Yours truly,

P. H. BLUE,  
*General Manager.*

Copy of letter addressed to J. W. Yantis, enclosed with above letter:

SULLIVAN, IND., August 1, 1893.

*Hon. J. W. Yantis, Secretary Railroad and Warehouse Commission, Springfield, Ill.:*

DEAR SIR:—Your favor of July 28th, to Mr. J. B. Lyon, of Chicago, enclosing report of Messrs. R. P. Morgan & Son, concerning our road, has been referred to me. Mr. Morgan's report is generally very fair indeed, but there are a few matters about which he has made mistakes. I desire to take this up with young Mr. Morgan, who went over the road, and call his attention to it and have them corrected, and I think he would also change his recommendations when his attention was called to them. In the meantime I would be pleased if you would withdraw your requirement to reduce the speed of the trains until I have time to discuss the matter with Mr. Morgan.

(Signed) Yours truly,

P. H. BLUE,  
*General Manager.*

After considering the points mentioned in the letter of Mr. Blue, we addressed him as follows, also sending to Hon. W. S. Cantrell a copy of the letter to Mr. Blue:

DWIGHT, ILL., August 14, 1893.

*Mr. P. H. Blue, General Manager of the Indiana & Illinois Southern Railroad Co., Sullivan, Ind.:*

DEAR SIR:—Your favor of August 1st came duly to hand. In reply I beg leave to say that at the time I made the inspection of your road, it was perhaps early in the season to expect that the road was at a standard of maintenance that you would have it before entering upon the rainy season and winter.

Of course my report was based upon the conditions as I found them, and my conclusions were based upon them as a whole, and I still feel justified in the conclusions which I presented to the Railroad Commission. It is very far from my wish to embarrass you in any degree in the operation of your road, and I am also sure that the Commission has the same feeling.

I will gladly re-inspect the road at any time you may feel satisfied that it has been improved to an extent that will justify a withdrawal of the requirements made by the Commission.

(Signed)

Yours truly,

DWIGHT C. MORGAN,

*Consulting Engineer R. R. and W. Commission of Illinois.*

Copy of letter to Hon. W. S. Cantrell, Chairman of the Board:

DWIGHT, ILL., August 14, 1893.

*Hon. W. S. Cantrell, Chairman, Board of R. R. and W. Com., Springfield, Ill.:*

DEAR SIR:—Mr. P. H. Blue, General Manager of the Indiana and Illinois Southern Railroad, has written to our junior member, Dwight C. Morgan, in regard to the report made by him on the physical condition of that road. After a consideration of his letter, and a review of the report and the original notes from which it was made, we have replied as follows:

[Copy.]

*Mr. P. H. Blue, General Manager of the Indiana & Illinois Southern Railroad Co., Sullivan, Ind.:*

DEAR SIR:—Your favor of August 1st came duly to hand. In reply I beg leave to say that at the time I made the inspection of your road, it was perhaps early in the season to expect that the road was at a standard of maintenance that you would have it before entering upon the rainy season and winter.

Of course my report was based upon the conditions as I found them, and my conclusions were based upon them as a whole, and I still feel justified in the conclusions which I presented to the Railroad Commission. It is very far from my wish to embarrass you in any degree in the operation of your road, and I am also sure that the Commission has the same feeling.

I will gladly reinspect the road at any time you may feel satisfied that it has been improved to an extent that will justify a withdrawal of the requirements made by the Commission.

Yours truly,

DWIGHT C. MORGAN.

*Consulting Engineer Board of R. R. and W. Com. of Illinois.*

Very respectfully submitted,

(Signed)

RICHARD P. MORGAN & SON.

*Consulting Engineers, Bd. R. R. & W. Com. of Ill.*

The schedule under which the wrecked train was running was the last issued under date of April 30, 1893, which is the same schedule from which we recommended a reduction of twenty-five per cent. in the speed. In seeking information in Effingham concerning the present train schedule of the road we sent the following message to Mr. Blue:

*“Mr. P. H. Blue, General Manager, Sullivan, Ind.:*

Have you issued time card since one dated April 30, 1893?

(Signed)

D. C. MORGAN.”

We received the following reply:

*"D. C. Morgan, Effingham:*

There has been none put in effect since that date. Have been making a new one. Mr. Blue not in the city to-day.

W. R. BOTTENFIELD,

*Train Master."*

The information we received from passengers who were on the train, and also from the report of the accident sent in to the general manager, was that the train was making between fifteen and twenty miles per hour. The accident occurred on a descending grade, the train consisted of an engine, one combination baggage and mail car and one coach, having left Effingham at 6 A. M. for Switz City. From information received and observation of the conditions, it seems clear that the rear truck of the coach jumped the track about sixty feet north of a small trestle structure about ten feet in length and fifteen feet high; the car was pulled over the ties with the rear truck off the track until the bridge was reached, when they were wrenched from under the car and hung suspended from the outside of the bridge. This broke the coupling between the coach and the baggage car, and the coach tipped over, striking the bank on its side and rolling to the bottom, about sixteen feet, turning over in the descent. The bridge received little damage other than the breaking off of the ends of the ties outside the rail.

The cause of the accident seems due to a broken rail. The evidence, so far as it was gathered, shows that the order of the Commission reducing the speed of the trains has never been complied with. The condition of the road, at least in the locality of the accident, is substantially the same as it was when critically inspected the 24th of May last, therefore so far as this part of the road is concerned we can but confirm to you our report of July 5th last.

Very respectfully submitted,

(Signed)

RICHARD P. MORGAN & SON,

*Consulting Engineers, R. R. & W. Com. of Ill.*

#### ORDER OF COMMISSION.

##### OFFICE OF

RAILROAD AND WAREHOUSE COMMISSION,  
SPRINGFIELD, NOV. 24, 1893.

*To the Indiana & Illinois Southern Railway Company:*

On the 4th day of April, 1893, George S. McGrew, President of the Travelers' Protective Association, made complaint to the Board of Railroad and Warehouse Commissioners, charging in general terms, that your line of railroad from Effingham, Illinois, to the State line, was in an unsafe and dangerous condition.

In pursuance of this complaint, Mr. Dwight C. Morgan, our consulting engineer, was directed to make a thorough and complete examination of the physical condition of that part of your line in Illinois.

On the 8th day of July, 1893, Mr. Morgan made his report, recommending a reduction of twenty-five per cent in the speed of your trains, both passenger and freight. Your schedule, in force at that time, was 15 miles per hour for passenger, and eight miles per hour for freight trains. This report was approved by the Board and an order made in compliance with the recommendations. A copy of both the report and order of the Board thereon was furnished the Vice-President of your company, at Chicago, on July 28, 1893.

On the 24th ultimo, a wreck in which thirteen people was injured occurred on your road, near Effingham. On the 26th ultimo, Mr. Morgan and the Chairman of this Board visited the scene of the wreck, and after

a very careful examination of the situation, they were unable to observe any improvement in the condition of your track since the examination above referred to.

At the time of the wreck your train was running at the rate of fifteen miles per hour. This, as you well know, was in direct violation of the order of this Board, which was then and still is in force.

You are hereby notified that in the judgment of the Railroad and Warehouse Commission it is necessary to repair the track of that part of your line in Illinois, by replacing the old rails with new ones, competent to the service, and that you put in a sufficient number of new cross ties, so as to make your line safe for those who may desire to travel over it or any part of it, as well as safe for your employés, and that you also ballast said track as rapidly as possible.

We therefore recommend to you, the said Indiana & Illinois Southern Railroad Company, that you make the repairs above specified without delay. All of which said repairs, renewals and improvements, are deemed by us as necessary to the safety of persons being transported over that part of your line located in the State of Illinois.

You are also notified that in accordance with the statute in such case made and provided, on Wednesday, the 20th day of December, A. D. 1893, at the hour of 1 P. M., of said day, at the office of the said Railroad and Warehouse Commission, in the State House, at Springfield, you will be given a full and fair hearing on the subject of the investigation and recommendation for repairs embraced within this notice, and you are hereby required at the time and place aforesaid, to appear and show cause, if any you have, why the repairs and improvements above specified shall not be made forthwith by you.

You are also notified that the order reducing the speed of your train is still in force and that a violation of it in the present unsafe condition of your line of railroad, would be a criminal disregard of the safety and rights of the traveling public.

This notice is given in pursuance of an act of the Legislature, approved June 16, 1887, and in force July 1, 1887.

[SEAL.]

Witness our hands and the seal of the Railroad  
and Warehouse Commission, this the 24th  
day of November, A. D. 1893.

W. S. CANTRELL,  
C. F. LAPE,

*Commissioners.*

Attest: J. W. YANTIS, *Secretary*



No. 2.

CENTRALIA & CHESTER R. R. COMPANY,  
*Petitioners,*

vs.

LOUISVILLE & NASHVILLE R. R. COMPANY,  
*Respondents.*

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PROTECTION OF CROSSING—NASHVILLE, ILL.

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Under date of June 21, 1892, it was ordered by the Board of Railroad and Warehouse Commissioners, upon further consideration of the petition of the Centralia & Chester R. R. Company for leave to cross the tracks of the Louisville & Nashville R. R. Company, that the petitioner, the Centralia & Chester Railroad Company, shall pay the first cost of the construction and the putting up of an interlocking device, and also the expense of maintaining the same in good order, condition and repair. But the question of apportioning the expense of the operation of said plant was reserved until such time as the device to be used shall have been agreed upon by the parties, or, in case of their failure to agree, prescribed by the Commission. Inasmuch as under the statutes the companies are permitted to agree upon a plan of interlocking, provided they can do so, it was ordered that this case be held under consideration by the Commission, pending the efforts of the parties to agree upon a plan.

On the 14th day of June, 1893, came the parties in the above cause, by their respective solicitors, and it appearing to the Commission that the parties in interest had been wholly unable to agree upon the kind of interlocking system or device to be used at the point where the Centralia & Chester R. R. Company crosses the Louisville & Nashville, and it further appeared to the Commission that it is not probable that said parties will be able to agree upon said interlocking system or device for protecting said crossing, and that both parties are desirous that the Commission itself shall order and determine the kind of interlocking system or device to be used in the protection of said crossing, and the said parties having signed an instrument in order that said Commission could at once take action as to the kind of interlocking system or device that should be used for the protection of said crossing.

Whereupon the Commission instructed their Consulting Engineer to view the crossing and prepare plans for an interlocking device for the protection of said crossing. Plans were prepared by the Consulting Engineers, approved by the Commission, and forwarded to the railroad companies in interest. The general plan of the device approved being as economical as practicable, having due consideration for the statutes and the requirements of the Board bearing upon this subject.

No. 3.

CITY OFFICIALS OF CARMI,  
*Petitioners,*

vs.

LOUISVILLE & NASHVILLE RAILROAD, CLEVELAND,  
CINCINNATI, CHICAGO & ST. LOUIS RAILROAD,  
*Respondents.*

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DEPOT FACILITIES—CARMI.

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PETITION.

*To the Honorable Board of Railway and Warehouse Commissioners of the State of Illinois:*

GENTLEMEN:—We, the undersigned, hereby petition your honorable Board, and beg leave to submit the following state of facts relative to the poor and insufficient accommodations afforded the citizens of Carmi, Illinois, and vicinity, by the "Cairo, Vincennes & Chicago Railway Company" and the "Louisville & Nashville Railway Company" in the matter of freight and passenger depots, to-wit:

1. The "Cairo, Vincennes & Chicago Railway," or perhaps, more properly, the "C., C. & St. L.," or "Big Four," whose "Danville & Cairo Division" passes through Carmi, has no passenger depot here whatever, they using merely a little corner in the "L. & N." depot.

2. The said "Big Four" unloads its local freight on a platform at least one hundred feet from its freight warehouse, and this distance runs across one street and several railroad tracks.

3. The Louisville & Nashville road has a small freight and passenger depot combined, having one small waiting room, which is used by both roads; one small freight and baggage room, and one small office, ten and one half feet wide and nineteen feet long, in which from three to seven men work, it being used for freight office, express office, telegraph office and ticket office by the L. & N. and for ticket office and baggage room by the Big Four. These little rooms often become so full that a portion of the baggage is piled out into the waiting room.

4. The waiting room of this L. & N. depot is small, poorly heated, poorly lighted and poorly ventilated. It is almost always dirty, filthy and injurious to public health. It is the only accommodation there for both sexes, and is often crowded to its utmost capacity with men, women and

children. It is heated (?) by one common cannon stove, standing near the center between two doors, and on a real cold day you will see men of all conditions of life, two to ten feet deep, standing around a red-hot stove, while women and children range 'round the wall on wooden benches, (there are but three benches in the room, and they are against the walls,) while the doors of the room are being constantly opened and closed by comers and goers, blowing what little heat there is left out of the room, precipitating the noxious gases to the cooler parts of the room and leaving those who are too weak to crowd in to the stove chilled and cold and uncomfortable.

5. These wooden benches are often used by tramps and "bums" to sleep on at night, and are left dirty, filthy and frequently covered with vermin. Men smoke cigars and pipes and chew and spit where they please in this small waiting room, and it is the wish and hope of the citizens here that the railroad companies be required to provide a separate and comfortable waiting room for ladies.

6. The platform where passenger trains receive and put off passengers is also used by the freight trains to receive and unload freight. That platform is often piled high with all kinds of freight when the passenger train arrives, and people are compelled to climb over and among all kinds of machinery, boxes, lumber, hardware, stoves, pitchforks, molasses barrels, coal oil barrels and oil tanks and cans, and ladies frequently have their elegant dresses and wraps draped and besmeared with molasses, coal oil and grease; and not infrequently people's clothing is torn and damaged by coming in contact with pitchforks, chicken coops and great stacks of barbed wire, not to say anything of the many falls and bruises sustained by people falling over this plunder at night.

We therefore humbly beg your honorable Board to exercise whatever power you may have in the premises to require these railroad companies to build and maintain depots for the comfort of passengers and for the protection of shippers of freight at this place.

Dated at Carmi, Illinois, this sixth day of November, 1893.

#### REPORT OF COMMISSIONER LAPE.

CHICAGO, November 9, 1893.

*To the Honorable Board of R. R. & W. Commissioners:*

I wish to call the attention of the Board to the condition of several of the railroads which I have passed over in the last two weeks; also to the passenger depot at Carmi, Ill., located on the Big Four and Louisville & Nashville R. R. This depot is in a horrible condition, filthy, crowded for room and a short platform in front on which the Big Four unloads freight from their local trains, and there are times when there is scarcely room for a dozen persons to stand on the platform.

I would suggest that the Secretary be instructed to write the Big Four and Louisville & Nashville and request that a new depot be placed there at once. I would also suggest that the attention of the Board of Health be called to the filthy and unhealthy condition of this depot.

I also wish to call the attention of the Board to the joint track used by the P., D. & E. and the T. H. & P. R. R. from a point where they connect with the Illinois Central to a point where the T. H. & P. connects with the P., D. & E.

The track and bridges between these two points are in a dangerous condition, and I would recommend the reduction of passenger train speed to fifteen miles per hour and freight train speed to eight miles per hour, and the same to be in force until the track is put in good condition, and that the P., D. & E. and T. H. & P. be notified of this action.

Also wish to recommend to the Board that the receiver of the Jacksonville & Southeastern R. R. be requested to place new steel rails and

500 new ties in addition to the ties already placed upon the Springfield & Havana branch, and if the same is not done within ninety days from this date that the road be closed from further traffic.

I wish to bring before the Board the condition of bridges and trestle works upon the St. Louis & Chicago R. R. between Litchfield and Springfield, and request the General Manager of that road to place new stringers upon all bridges and trestle works on the line of this road, the same to be done within sixty days. There is about 7,000 lineal feet of bridges and trestles on that line needing stringers, and in bad condition for want of same. Respectfully,

(Signed)

C. F. LAPE,

*Railroad and Warehouse Commissioner.*

Approved by the Board November 9, 1893.

J. W. YANTIS, *Secretary.*

LETTERS OF CHAIRMAN CANTRELL TO OFFICIALS OF RAILWAY COMPANIES.

OFFICE OF BOARD OF  
RAILROAD AND WAREHOUSE COMMISSIONERS,  
SPRINGFIELD, ILLINOIS, November 23, 1893.

*J. G. Metcalfe, Esq., General Manager L. & N. R. R. Co. Louisville, Ky.:*

MY DEAR SIR:—On the 15th instant our Secretary, Mr. J. W. Yantis, under the direction of the Board, wrote you, calling your attention to the condition of your depot at Carmi, Illinois, and requesting you to build a new depot there without delay. A similar letter was addressed to the management of the C., C., C. & St. L. at the same time. We are so far without any reply from you concerning this matter. In the mean time, Dr. J. W. Scott, Secretary of the State Board of Health, whose attention was also called to the sanitary condition of your depot as above, addressed communications to both yourself and the Big Four people requesting that the evils complained of be remedied without delay. He informs me that he is in receipt of a reply to his letter from Mr. B. S. Sutton, Superintendent C., C., C. & St. L., in which he says he has been trying for some time to obviate the present condition of this depot and that if you will "take steps to remedy this matter, we will bear our proportion of the expenses."

We very much hope that you will not delay this matter unnecessarily. Your early reply will greatly oblige.

Yours very truly,

(Signed)

W. S. CANTRELL, *Chairman.*

SPRINGFIELD, ILL., November 23, 1893.

*B. S. Sutton, Esq., Superintendent C., C., C. & St. L. R. R. Co., Mt. Carmel, Ill.:*

MY DEAR SIR:—I beg to enclose you a copy of letter just written to the General Manager of the L. & N. R. R. Co., with reference to the depot at Carmi, Ill. In the meantime it will be well for you to take the matter up with him with a view of hastening it.

Very truly yours,

W. S. CANTRELL, *Chairman.*

REPLY OF GENERAL MANAGER OF THE LOUISVILLE & NASHVILLE.

AT MEMPHIS, TENN., November 22, 1893.

*Mr. J. W. Yantis, Secretary Railroad and Warehouse Commission, Springfield, Ill.:*

DEAR SIR:—I am in receipt of your favor of the 15th inst, having reference to the condition of the passenger depot at Carmi, Ill.

I am free to admit that the building referred to is not as substantial and as pretty a building as I would like to see at Carmi. It is, however, in such a condition that it can be made comfortable both in summer and winter; not as comfortable, of course, as many depot buildings that are to be found at other points on this company's line.

This company has lately erected several depots, and would have erected more, but on account of our business being very much depressed, with very little prospect of improvement in the near future, we do not feel that it is proper for us to go to further expense; and I think that at this time, when railroad companies, as well as everybody else, are compelled to curtail expenses as low as possible, it would not be for the best, at least from a business standpoint, for us to go to the expense of rebuilding depot at Carmi.

Yours truly,

(Signed)

J. G. METCALFE, *General Manager.*

LETTER OF CHAIRMAN CANTRELL TO GENERAL MANAGER OF THE LOUISVILLE & NASHVILLE.

SPRINGFIELD, ILL., November 29, 1893.

*J. G. Metcalfe, General Manager L. & N. R. R. Company, Louisville, Ky.:*

MY DEAR SIR:—I am in receipt of your favor of the 24th inst., replying to my letter of the 23d, with reference to the depot at Carmi, Ill., in which you say that you trust that your letter to our Secretary of the 22d inst. will be satisfactory. Referring to this letter, I desire to say that it is not satisfactory to the Commission, neither is it satisfactory to the citizens of Carmi and the patrons of your road. We recognize fully the depressed condition of affairs during the last few months, and, perhaps, the request originally made, that you build a new depot, was a little broad. If you will renovate and enlarge your depot so as to accommodate the traveling public, that will answer the present purpose, otherwise we will have to take further steps in the matter. To do this will not be very expensive to you, and will at the same time satisfy your patrons. I hope to hear from you on this subject with a favorable reply at a very early date.

Yours very truly,

W. S. CANTRELL, *Chairman.*

REPLY OF GENERAL MANAGER OF THE LOUISVILLE & NASHVILLE.

LOUISVILLE, KY., December 1, 1893.

*Mr. W. S. Cantrell, Chairman Railroad and Warehouse Commission, Springfield, Ill.:*

DEAR SIR:—Replying to your favor of the 29th ultimo, I have to-day written our Chief Engineer to take up the matter of renovation and enlargement of our depot at Carmi and submit plan for same.

Yours truly,

(Signed)

J. G. METCALFE, *General Manager.*

No. 4.

## CLAIM OF FRANCIS A. RIDDLE.

STATE OF ILLINOIS, {  
COUNTY OF COOK. { ss.

Francis A. Riddle, being duly sworn on his oath says that he is a citizen of the State of Illinois and a resident of the city of Chicago and has for twenty-two years last passed been engaged in the general practice of law in said city of Chicago.

Affiant further says that during the month of November, 1887, the Honorable George Hunt, then Attorney General of the State of Illinois, requested this affiant to begin two suits at law in the Criminal Court of Cook county, one of said suits to be commenced against the Michigan Central Railroad Company, the other of said suits to be commenced against the Lake Shore and Michigan Southern Railroad Company; that the said Attorney-General at that time informed this affiant that complaint had been made to the Railroad and Warehouse Commission by a citizen or citizens of this State against each of said railroad companies, to the effect that said railroad companies had refused and neglected to comply with and carry out the provisions of an act of the General Assembly of this State, entitled "An act relating to the receipt, shipment, transportation and weight of grain in bulk by railroad companies," approved June 15, 1887, and that the Railroad and Warehouse Commissioners of this State wished said suits prosecuted upon the complaint so made against said railroad companies, respectively, for the purpose of enforcing the penalties and provisions of said act of the General Assembly; that after consultation with the said Attorney General, this affiant proceeded to investigate the facts contained in the complaint so made and to commence said suits against said respective railroad corporations; and that on or about the 29th day of November, 1887, this affiant began in the Criminal Court of Cook county two suits, one in the name of the people of the State of Illinois v. The Lake Shore & Michigan Southern Railroad Company, the other in the name of the people of the State of Illinois v. The Michigan Central Railroad Company, and filed special declarations under said statute so approved June 15, 1887, in said cases; and that from, on or about said 29th day of November, 1887, until about the 14th day of January, 1893, this affiant had sole and exclusive charge of the conduct and disposition of said cases.

Affiant further says that in order to prosecute said causes intelligently he found it necessary to make, and did make a thorough study and examination of all of the provisions of said act so approved June 15, 1887, and of all of the general acts of the State of Illinois which create and define the powers of the Railroad and Warehouse Commissioners in this State; that he examined the facts upon which complaint was made to the Railroad and Warehouse Commissioners prior to the commencement of said suits; that he examined with great care all of the authorities and all of the adjudicated cases bearing upon the validity and constitutionality of the statute so approved June 15, 1887, and all of the authorities and adjudicated cases relating to the power of the Railroad and Warehouse Commissioners to enforce such statute; that from time to time after the commencement of said suits this affiant consulted with the Honorable George

Hunt during his term of office as Attorney General in relation to the condition, conduct and termination of said causes in said criminal court and concerning the general provisions of law involved therein. This affiant also had several interviews and consultations concerning questions involved in said suits, with the Honorable Isaac N. Phillips, who was a member of the Board of Railroad and Warehouse Commissioners from about the month of January, 1889, until the month of January, 1893; and that during such consultations both with the said Attorney General and with the said Phillips as such Commissioner, the position taken by this affiant respecting the said suits, the manner of conducting the same and the arguments and authorities suggested by affiant concerning the validity and constitutionality of the statute involved and the right and duty of the Railroad and Warehouse Commissioners to enforce the provisions of said statute were approved and acquiesced in by said Attorney General and by said Phillips as such Commissioner.

Affiant further says that during the progress of said causes through said Criminal Court, it became and was necessary, and this affiant had many interviews with the attorneys for said respective railroad companies concerning the conduct and disposition of said causes; that between the time of the commencement of said suits and the determination thereof by the Honorable Edward F. Dunne, one of the Judges of the Circuit Court of Cook County, then holding one of the branches of the Criminal Court of Cook County, in January, 1893, it became and was necessary and this affiant did in fact attend upon the Criminal Court on a great many days at different times for the purpose of trying, or having set for trial, said causes of action.

Affiant further says that after the passage by the Congress of the United States of the act commonly known as the Inter-State Commerce Law, this affiant made a special examination of the provisions of that law, for the purpose of determining whether or not the statute of this State, so approved June 15, 1887, was rendered invalid or inoperative by reason of said act of congress or anything therein contained; that from the date of the organization of said Inter-State Commerce Commission, this affiant examined all of the decisions and acts of said Inter-State Commerce Commission, so far as they would in any way appertain to the controversies involved in the said two suits so pending in the Criminal Court of Cook County; that after the commencement of said two suits, this affiant made unusual and careful preparation to try the same and continued the work and labor necessary to a careful preparation for trial from time to time until the same were finally disposed of by the said Criminal Court of Cook County.

Affiant further says that after the filing of the declarations in said two cases, the attorneys for one of said railroad companies, to-wit, the Lake Shore and Michigan Southern Railroad Company, filed to the declaration in that case:

First—The general issue, or a plea of *nil debet*, and

Secondly—Special pleas, in which special pleas were set up a defense, consisting of allegations of the invalidity of the statute of 1887, under which said suits were brought, and also allegations to the effect that the Inter-State Commerce Law had superseded the necessity of any such state regulation, and that the power to regulate the subject matter of said statute of 1887 had become inoperative by reason of said Inter-State Commerce Law, so enacted by the Congress of the United States.

Affiant further says that after the commencement of said suits, he prepared a general brief of points and authorities upon the questions involved in said suits, and that he submitted such brief by appointment, during the pendency of said suits, to the Honorable Isaac N. Phillips, then President of the Board of Railroad and Warehouse Commissioners of this State; that at such consultation the said Phillips approved and confirmed the points and arguments contained in the brief so prepared by this affiant.

And this affiant further says that some time during the progress of said suits in the Criminal Court, it was stipulated with the attorney for the Michigan Central Railroad Company that the suit against that corporation should abide by the decision, and take the same course as the suit against the said Lake Shore and Michigan Southern Railroad Company, as and when it should be determined; that the said suit against the Lake Shore and Michigan Southern Railroad Company was duly tried and argued in the month of December, 1892, before the Honorable Edward F. Dunne, Judge of the Circuit Court of Cook County, then holding a branch of the Criminal Court of said county; that after the trial and argument of said case in said Criminal Court, and at the request of his Honor, Judge Dunne, this affiant prepared with great care a brief and argument in writing, covering the questions involved in said controversy, and submitted the same to the Court, before his decision in said causes; that after the preparation and submission of said brief, the counsel for said defendant railroad company also prepared an elaborate brief on behalf of the company in answer to the brief and argument of this affiant, which brief by defendant's counsel was submitted to said court, and thereupon and thereafter this affiant examined the brief and authorities therein cited, so filed by said defendant's counsel, and prepared and submitted to said court a brief and argument in reply to the brief and argument so filed by defendant's counsel.

And affiant further says that from the time when this affiant so at the request of said Attorney General, began the work incident to the commencement and prosecution of said two suits, he spent in and about the work necessarily incident to the proper care and conduct of such matters much more than sixty days of actual time; that he has been paid no sum or amount whatever on account of the services so rendered by him in the premises, but, on the contrary, he paid out at the time of filing declarations in said suits the sum of fourteen dollars (\$14.00) for clerk's costs and sheriff's fees required by law to be paid to such officers.

Affiant further says that the services so rendered by this affiant as above set forth are worth more than the sum of twenty-five hundred dollars (\$2,500.00).

Affiant further says that he has prepared a statement in writing in which he has set forth, hypothetically, the services actually rendered by this affiant in the conduct of said causes, and submitted such hypothetical statement to a number of lawyers in this city, requesting from such lawyers an opinion as to the value of the services so outlined in said hypothetical statement, and presents the opinions of such lawyers practicing in this city herewith.

And affiant further says that no one of the lawyers who have so given their opinion as to the value of the services indicated in such hypothetical statement had any knowledge whatever of the amount charged to the Railroad and Warehouse Commissioners by this affiant, and so far as this affiant now knows none of the lawyers whose opinions are herewith submitted now have any knowledge of the amount charged by this affiant for his services in the premises.

(Signed)

FRANCIS A. RIDDLE.

Subscribed and sworn to before me this 5th day of June, A. D. 1893.

[SEAL.]

(Signed)

WILLIAM D. RAWLINS,

*Notary Public.*

SPRINGFIELD, ILL., February 16, 1893.

*Mr. Francis A. Riddle, Attorney, Home Insurance Building, Chicago, Ill.:*

MY DEAR SIR:—I am directed by our Board to decline to pay your bill as rendered by you in the matter of The People, etc., against the Lake Shore & Michigan Southern and Michigan Central Railroads.

Yours very truly,

(Signed)

W. S. CANTRELL,

*Chairman.*



CHICAGO, February 18, 1893.

MY DEAR SIR:—I am in receipt of your letter of the 16th instant, in which you say that you are directed by your Board to decline to pay the bill as rendered by me for services in *People vs. L. S. & M. S. Ry.*, and in *People vs. M. C. R. R.*

Inasmuch as no reason is even indicated for this action of your Board, I assume such action to be simply an arbitrary refusal to pay the bill.

I would like very much to retire from any professional connection with litigated controversies which are so barren of honors and which are wholly without profit.

Very respectfully,

(Signed)

FRANCIS A. RIDDLE.

To Hon. W. S. Cantrell, Chairman Railroad and Warehouse Commission, Springfield, Ill.

CHICAGO, June 12, 1893.

To the Board of Railroad and Warehouse Commissioners, Springfield, Ill:

GENTLEMEN:—Concerning the claim of Hon. Francis A. Riddle for legal services in cases of *The People of the State of Illinois vs. The Lake Shore and Michigan Southern Railroad Co.*, and *The People of the State of Illinois vs. The Michigan Central Railroad Co.*, I desire to say:

Soon after the passage of the act of the General Assembly, entitled, "An act relating to the receipt, shipment, transportation and weight of grain in bulk by railroad companies," in the year 1887, I was informed that complaints had been made to the Railroad and Warehouse Commissioners of the failure and refusal of the two railroad companies above named to provide Hopper Scales, as required by said law. At a meeting of the board soon thereafter, I was consulted concerning said matters and as a result thereof it was determined to bring suits against said railroad companies for refusal to comply with the provisions of the act in question, and the Board ordered the suits brought. It was then agreed that it would be necessary to have local counsel in the city of Chicago to look after the details of the prosecution, as my time was then wholly taken up by other important official duties, incumbent upon me as Attorney General. Gen. Rinaker, at that time Chairman of the Board, then asked me who would be a good lawyer to place the cases in charge of, and I suggested Mr. Riddle, saying that he was competent and that I had understood he had been somewhat instrumental in having the law passed, and would be probably well posted as to its provisions. Thereupon Gen. Rinaker suggested that we put the matters in Mr. Riddle's charge with instructions that he bring suits.

Mr. Riddle began suits and had charge of them during their pendency in the Criminal Court of Cook County, representing the people whenever these suits were called. He at one time requested me to be present at a hearing in the State Court, but I was unable to do so on account of the pressure of other official duties. I am

Very respectfully, etc.,

(Signed)

GEORGE HUNT.

COPY OF LETTER SENT SEPARATELY TO EACH OF THE GENTLEMEN WHOSE NAMES APPEAR UNDER THEIR OPINIONS AS TO THE VALUE OF SERVICES RENDERED.

Assuming that the Board of Railroad and Warehouse Commissioners in November, 1887, through the Attorney General of the State, employed counsel of reputable standing and capability, upon complaint of a citizen of this State, to begin two suits in the name of the People of the State of Illinois, one against the Lake Shore & Michigan Southern Railroad Company, and another suit against the Michigan Central Railroad Company, for the purpose of enforcing the provisions of an act of the General Assembly en-

titled "An act relating to the receipt, shipment, transportation and weighing of grain in bulk by railroad companies," approved June 15, 1887, and found on page 1033, volume 3, of Star & Curtis Statutes.

That the professional services of such counsel after his employment, included the making of a thorough examination—

First.—Of all the provisions of that statute and of all the facts complained of, such facts showing the failure and arbitrary refusal on the part of the railroad companies to comply with the provisions of such statute.

Second.—A special examination of the statutes of this State, creating and defining the powers of the Railroad and Warehouse Commissioners.

Third.—A full examination of all the authorities and adjudicated cases upon the subject matter involved in the question of the validity and constitutionality of the statute of 1887, *supra*, and of the power of the Railroad and Warehouse Commissioners to enforce the same.

Fourth.—Frequent consultation with the Attorney General and the Railroad and Warehouse Commissioners, concerning the subject matter of the two suits, between the 29th of November, 1887, and the month of January, 1893, such dates being the period between the commencement of the two suits and the ultimate decision rendered by Judge Dunne in the Criminal Court of Cook County, January 14, 1893.

Fifth.—Many interviews with counsel for the defendant Railroads, representing the conduct and disposition of the two suits.

Sixth.—Subsequent to its passage and before the case was disposed of in the Criminal Court, the making out of a thorough examination of the Inter-State Commerce Law, so called, and of all of the decisions of the Inter-State Commerce Commission, and of the courts on questions arising under the Inter-State Law, so far as such decisions involved the construction of the State law of 1887, and the question of whether or not the State law was inoperative because of any congressional legislation under the commerce clause of the Constitution of the United States.

Seventh.—Services rendered in arranging with different judges and at many times to have the cases heard.

Eighth.—Attendance in the Criminal Court on many motions relating to the two suits, on many occasions during a period of more than five years.

Ninth.—Careful preparation of the cases for trial.

Tenth.—Preparing brief of points to be used in the oral argument on trial.

Eleventh.—Trial and full oral argument of one of the cases by stipulation, the other case to be determined the same way as the one tried.

Twelfth.—Preparation, at the request of Judge Dunne, of a full brief and argument in writing, after the trial of the case.

Thirteenth.—Examining the long brief and many authorities cited therein, filed by the counsel for the defendants.

Fourteenth.—Preparing and presenting an elaborate brief in reply to brief of defendant's counsel.

Fifteenth.—Services rendered in the Criminal Court upon the decision of Judge Dunne, and in the entry of orders relating to the final disposition of the case in that court.

What would you say to be the usual and customary charge of lawyers in the city of Chicago for retainer and for such professional services as would be necessarily incident to the commencement, conduct, preparation, trial and argument of such suits, involving a determination of the kind and nature of the questions above indicated, and for the time necessarily employed in rendering such services—not exceeding sixty days?

## REPLIES.

CHICAGO, June 6, 1893.

I estimate the foregoing services, upon the facts as stated, to be reasonably worth the sum of \$5,000.

(Signed)

JAMES L. HIGH.

I have been a practicing lawyer in Chicago for more than twenty years. For the services specified in above question, the sum of \$4,200 would be customary and reasonable.

(Signed)

A. S. TRUDE.

*My Dear Mr. Riddle:*

I am to a large extent familiar with the questions arising in this case, and fully appreciate their importance and the difficulties of always drawing the line under the Commercial Grant in the Federal Constitution and State jurisdiction. I am of the opinion that \$3,000 is a reasonable fee for a lawyer fit to consider and present the questions that arise under these laws.

Yours, etc.,

(Signed)

Upon the facts above stated, I should think the services worth \$3,000.

LYMAN TRUMBULL,

*A Practicing Attorney in Chicago.*

In answer to the above question, I would say not less than \$100 per day. This I think would be a minimum charge, under the conditions stated as a basis for the question.

(Signed)

JNO. N. JEWETT.

In my judgment, \$1,000 retainer and \$100 per day would be a fair, reasonable and usual charge for the services.

(Signed)

WM. J. HYNE.

Assuming the above services to have been as stated, I should say that \$5,000 or \$6,000 would be a customary charge for retainer and professional services.

(Signed)

FRANCIS W. WALKER.

Assuming that the services above enumerated were performed by counsel, I say that a fee of \$5,000 would be a most reasonable one.

(Signed)

EGBERT JAMSON.

No. 5.

THE MADISON, ILLINOIS & ST. LOUIS RAILWAY CO.,  
*Petitioner,*

vs.

THE WABASH RAILROAD CO., THE CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY CO., THE CHICAGO & ALTON RAILROAD CO.,  
*Respondents.*

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This case originally came up under the former Commission, the following being the opinion and order:

OPINION BY PHILLIPS, *Chairman*:

Petitioner seeks to cross with its tracks, the tracks of the Wabash, the "Big Four," and the Chicago and Alton Railroads, near Kinder, Madison county, Illinois. The respondent companies are all objecting to the proposed crossing. Hence this petition for an order of the Commission granting leave to cross.

The crossing is objected to, among other things, upon the ground that there is no public necessity for the building of petitioner's road across the tracks of respondents at the point proposed; that from all that appears the road will terminate on a prairie where there are no inhabitants; that the industries and factories which petitioner alleges it is seeking to reach upon the west are merely projected, and no one knows whether they will ever be built.

It is further objected that the only object of petitioner in forcing this crossing is to connect with what is known as the "Bluff Line," just beyond the point of crossing.

It is further contended that, in case petitioner is permitted to cross at all, an overhead crossing should be ordered in order to avoid the danger and delay to travel and transportation which the statute directs shall not be "unnecessarily" interfered with.

Finally it is said, in case petitioner is permitted to cross at grade as prayed, it should bear all the expense of protecting the crossing, including the expense of operating the interlocker.

Upon these several points of objection we observe:

1. That the Railroad Commissioners of Illinois are not made by law judges of the necessity for building railroads. The General Assembly, in the act for the incorporation of railroads, has fixed all the conditions and limitations which exist on this subject. Neither this tribunal or any other has been designated by law to judge of the traffic necessity of new lines. Some States, we believe, have put restrictions upon the building

of railroads; but ours has not. Charters are taken out fixing the termini of the line to be built; and considerable latitude is allowed to the constructing company in locating its line between these points. Existing lines have in some cases been almost paralleled by useless and speculative lines of road; but there has been and is no legal authority, so far as we know, to prevent this, however much good business judgment may be violated.

2. The same may be said of the objection that the sole object of petitioner is to meet the "Bluff Line," and give that company traffic arrangements for crossing the tracks of respondents. If this objection were sustained it would go to the right of petitioner to build the road, and not merely to the particular place where it is seeking to locate its line. We are not aware that a connection with the "Bluff Line" is an illegal object, or that the Commissioners of Railroads have any power to examine into the motives of petitioner and to deny its petition upon the ground that its object is not deemed to be justifiable. The Commissioners are simply directed by the statute, after hearing, to "prescribe the place where and the manner in which such crossing shall be made." If the company has complied with the necessary statutory provisions to enable it to build a railroad, we, as Railroad Commissioners, are not authorized to deny that a crossing of some kind may be made of the tracks across which it projects its line. In other words, we are to "prescribe" a crossing, not deny one altogether.

We have said no power exists to prevent petitioner from proceeding with the construction of its line upon the ground that it meets no public necessity, and that the objects and motives of its projectors are not proper. It is sufficient, perhaps, to say that this Commission can assume no such power under the statute. Petitioner before proceeding to cross the right of way of respondents with its road, must, in addition to getting leave of the Commission, proceed to condemn its right of way in the County Court. If any power exists in that court to check the building of this line upon the grounds urged, respondents can there interpose their objections, and that tribunal will judge of its own jurisdiction and powers.

3. The objection based upon the danger to travel and transportation upon respondents' lines, which will result from the proposed crossing, raises the question whether, with such crossing well protected by interlocking, will entail an "unnecessary" danger and delay within the meaning of the statute. It is the judgment of the Commissioners that every crossing, however well protected by interlocking, introduces some elements of danger and of delay to travel and transportation. The language of the statute is that future crossings shall be constructed "at such place and in such manner as will not *unnecessarily* impede or endanger the travel or transportation upon the railway so crossed."

We once had occasion to observe in the case of the *Chicago, Madison & Northern R. R. Co. vs. The Belt Railway Company of Chicago*, that the word "unnecessary" is not used in this statute in its strict philosophical sense. In that sense, only that is "necessary" which cannot possibly be avoided, and there would always be a possibility of changing the place and manner of a crossing in order to avoid even the slightest danger or delay. The General Assembly evidently expected that some crossings would still be made at grade. Grade crossings were not positively prohibited, but a means was provided by which, when the configuration of the ground proved favorable, crossings might be ordered to be constructed over or under. It was doubtless intended that reasonable regard should be had to the circumstances of each case. The question here, therefore, is not whether there will be some danger and some delay, but will this crossing "unnecessarily" impede or endanger travel or transportation within the sense intended by the General Assembly? Recognizing fully the desirability of separating crossing tracks where that is feasible, we do not think a fair application of this statute justifies us in ordering an overhead crossing in the present case. We have caused an estimate to be made of the expense of such a crossing, which is about \$77,000. Such a burden, the railway companies of this State have only in rare instances

voluntarily imposed upon themselves in the past for the sake of avoiding danger and delay, even though when their lines were built, no such safety appliances were used or existed as those which may now be put in at this crossing.

Putting expense aside, however, as not to be weighed against danger to life and property, a further difficulty still exists. Petitioner states one of its objects to be to connect its line with the three respondent railways, particularly the "Big Four," which is the middle track of the three, they all lying parallel and near together at the point designated, the Wabash being upon the east, the "Big Four" in the middle and the Alton upon the west. The act for the incorporation of railway companies provides that every corporation formed under the act shall have power:

"To cross, intersect, join and unite its railways with any other railway before constructed, at any point in its route, and upon the grounds of such other railway company, with the necessary turnouts, sidings and switches, and other conveniences in furtherance of the objects of its connection; and every corporation whose railway is or shall be hereafter intersected by any new railway shall unite with the corporation owning such new railway in forming such intersection and connection, and grant the facilities aforesaid; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connection, the same shall be ascertained and determined in manner prescribed by law."—2 Starr & Curtis, page 1914, Par. 6.

In order to "intersect, join and unite" its tracks with the tracks of respondents, as it seems petitioner has a right to do under the above provision, petitioner would be compelled to build an additional track upon a level with the tracks crossed. But the same difficulty we now have would then again present itself, for petitioner could not connect with the "Big Four" from the east without crossing the Wabash; and it could not connect with the Alton without crossing both the Wabash and the "Big Four." Thus if petitioner were to insist upon its right to connect with these roads, we should have practically a grade crossing at last; and although such a crossing, made for the purpose of delivering and receiving cars, would perhaps be less used than a regular grade crossing, it would nevertheless, in the judgment of the Commission, be such a crossing as would require protection by interlocking. Thus we see an order for an overhead crossing would probably tend very little to simplify the situation. We have therefore determined that we cannot deny the prayer of the petition. While interlocking machines do not entirely avoid danger and delay at crossings, they do have the effect of reducing these to a minimum. With such an equipment we are not able to say in the language of the statute that a grade crossing here would "unnecessarily impede and endanger travel and transportation."

4. The question of the division of the expense of operating an interlocker remains to be considered. Petitioner concedes that the statute casts upon it the burden of paying the first cost of the interlocking appliance, of putting the same in ready for use, and of maintaining the same in good repair. Respondents contend that to this should be added the burden of also operating the machine. Upon this question the Commissioners have fully expressed their views in the opinion in the case of the *Tamara & Mt. Vernon Ry. Co. vs. the Louisville & Nashville R. R. Co.*, decided June 21, 1892. We have seen no reason to change the views we there expressed. Under the construction given to the statute in that case, the expense of the operation of this interlocker, i. e. wages of operators, would be paid for upon the basis of the number of roads using the machine, each paying equally.

In accordance with the views here expressed an order will be entered granting petitioner the right to cross at grade at the point designated in the petition. The order will provide that the crossing shall be protected by an interlocker of improved modern pattern, upon the construction and details of which the companies will be left to agree, if they are able to do

so. The order will provide that the first cost of such interlocker, the expense of putting the same in, and the expense of maintaining the same in good order and repair shall be paid entire by the petitioner; and that the cost of operating the said machine shall be paid by petitioner and the three respondents equally, one-fourth each.

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#### ORDER.

It is ordered and decided that petitioner, the Madison, Illinois & St. Louis Railway Co., have leave to cross with its tracks, at grade, the tracks of the respondents, the Wabash Railroad Co., the Cleveland, Cincinnati, Chicago & St. Louis Railway Co., and the Chicago & Alton Railroad Co., at the place and in the manner specified in the petition on file in this cause, right of way for such crossing being first obtained under the laws of Illinois relating to Eminent Domain.

It is ordered further, that the crossing of tracks to be thus formed be protected by a system of interlocking signals and switches to be agreed upon by the parties, with this Commission's approval, if the parties are able to agree, the first cost of such interlocking machine, the expense of putting the same in, and the expense of maintaining the same in good order and repair to be paid for by the Madison, Illinois & St. Louis Railway Co. as provided by statute; but it is hereby ordered and decided by the Commission that of the cost of the operation of such interlocking device, the said Madison, Illinois & St. Louis Railway Co., petitioner, shall pay one-fourth, and the said Wabash Railroad Co., Cleveland, Cincinnati, Chicago & St. Louis Railway Co., and Chicago & Alton Railroad Co., respondents, shall pay one-fourth each. And inasmuch as the statute only directs the Railroad and Warehouse Commission to prescribe by order a plan of the interlocking in case the parties are unable to agree; therefore, it is ordered that this petition be further held under consideration by the Commission pending the efforts of petitioner and respondents to agree upon a plan of interlocking.

ADOPTED January 3, 1893.

On March 13, 1893, the respondents, the Wabash Railroad, Chicago & Alton and Cleveland, Cincinnati, Chicago & St. Louis, represented by their attorneys filed petition before this Commission praying for the further consideration of the case, and to set aside the order of the former Commission.

April 14, 1893, at the office of the Railroad and Warehouse Commission in Springfield case was set for hearing, at which time the attorneys for both petitioner and respondents appeared.

The motion by the respondents to set aside the order of the former Board was over-ruled and the hearing closed with no modification in the order as previously given.

On April 22nd the respondents caused the case to be transferred, by writ of certiorari, to the circuit court of Madison County, since which time we have no further knowledge of the case.





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# RAILROAD LAWS OF ILLINOIS.

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## LAWS RELATING SPECIALLY TO RAILROADS.

Many requests have been made of the Commission for a copy of the Law under which the Commission derives its authority. It not having heretofore been published separately, we have included the entire Chapter 114 of the Revised Statutes, entitled Railroads and Warehouses, in our Appendix which contains all the Statutory enactments now in force.

### CHAPTER 114.

#### RAILROADS AND WAREHOUSES.

##### INCORPORATION OF RAILROAD COMPANIES.

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## INCORPORATION OF RAILROAD COMPANIES.

AN ACT to provide for the incorporation of associations that may be organized for the purpose of constructing railways, maintaining and operating the same; for prescribing and defining the duties and limiting the powers of such corporations when so organized; and authorizing the same and all railroad companies of this State to own and hold the stock and securities of railroad companies of other states owning connecting lines. [As amended by act approved June 2, 1891, in force July 1, 1891.]

**1. CORPORATORS.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That any number of persons, not less than five may become an incorporated company for the purpose of constructing and operating any railroad in this state, and that any and all railroads or transportation companies authorized to be incorporated and transact business in this state by virtue of this act, shall be and they are hereby authorized and empowered to purchase, own, operate and maintain any railroad sold or transferred under order or powers of sale or decree of, or sale under foreclosure of mortgage or deed of trust, and corporations heretofore organized under the provisions of the act hereby amended, their successors or assigns, shall have and possess all the powers and privileges conferred by this act. [As amended by act approved May 11, 1877. In force July 1, 1877. L. 1877, p. 163.]

**2. ARTICLES OF INCORPORATION—RECORD OF SAME.]** § 2. Such persons shall organize by adopting and signing articles of incorporation, which shall be recorded in the office of the recorder of deeds in each county through or into which such railway is proposed to be run, and in the office of the secretary of state. [See § 6, 15.]

**3. FORM OF ARTICLES.]** § 3. Such articles shall contain:

*First*—The name of the proposed corporation.

*Second*—The places from and to which it is intended to construct the proposed railway.

*Third*—The place at which shall be established and maintained the principal business office of such proposed corporation.

*Fourth*—The time of the commencement and the period of the continuance of such proposed corporation.

*Fifth*—The amount of the capital stock of such corporation.

*Sixth*—The names and places of residence of the several persons forming the association for incorporation.

*Seventh*—The names of the members of the first board of directors, and in what officers or persons the government of the proposed corporation and the management of its affairs shall be vested.

*Eighth*—The number and amount of shares in the capital stock of such proposed corporation.

**4. CORPORATE POWERS—SEAL—COPY OF ARTICLES—EVIDENCE.]** § 4. When the articles shall have been filed and recorded as aforesaid, the persons named as corporators therein shall thereupon become and be deemed a body corporate, and shall thereupon be authorized to proceed to carry into effect the objects set forth in such articles, in accordance with the provisions of this act. As such body corporate they shall have succession, and in their corporate name may sue and be sued, plead and be impleaded. The said corporation may have and use a common seal, which it may alter at pleasure; may declare the interests of its stockholders transferable; establish by-laws, and make all rules and regulations deemed necessary for the management of its affairs in accordance with law. A copy of any articles or incorporations filed and recorded in pursuance with this act, or of the record thereof, and certified to be a copy by the secretary of state, or his deputy, shall be presumptive evidence of the incorporation of such company, and of the facts therein stated.

**5. LIMIT OF CHARTER—RENEWAL.]** § 5. No such corporation shall be formed to continue more than fifty years in the first instance, but such corporation may be renewed from time to time, in such manner as may be provided by law, for periods not longer than fifty years: *Provided*, that three-fourths of the votes cast at any regular election for that purpose shall be in favor of such renewal, and those desiring a renewal shall purchase the stock of those opposed thereto at its current value.

**6. BY-LAWS RECORDED.]** § 6. A copy of the by-laws of the corporation, duly certified, shall be recorded as provided for the recording of the articles of association in section 2 of this act: and all amendments and additions thereto, duly certified, shall also be recorded as herein provided, within ninety days after the adoption thereof.

**7. OFFICE IN THIS STATE.]** § 7. Every such corporation organized under the provisions of this act shall have and maintain a public office or place in this State for the transaction of its business, where transfers of all its stock shall be made, and in which shall be kept for public inspection books, wherein shall be recorded the amount of capital stock subscribed and by whom, the names of the owners of its stock, the number of shares held by each person, and the number by which each of said shares is respectively designated, and the amounts owned by them respectively, the amount of stock paid in, and by whom, the transfers of said stock, the amount of its assets and liabilities, and the names and places of residence of all its officers. [See Const., art. 14, § 9.

**8. DIRECTORS—THEIR ELECTION AND CLASSIFICATION—VACANCY.]** § 8. All the corporate powers of every such corporation shall be vested in and be exercised by a board of directors, who shall be stockholders of the corporation, and shall be elected at the annual meetings of stockholders at the public office of such corporation within this State. The number of such directors, the manner of their election, and the mode of filling vacancies, shall be specified in the by-laws, and shall not be changed except at the annual meetings of the stockholders. The first board of directors shall classify themselves by lot in such manner that there shall be, as nearly as practicable, three directors in each class. Those belonging to the first class shall go out of office at the end of one year, those of the second class at the end of two years, and in like manner those of each class shall go out of office at the expiration of a number of years corresponding to

the number of his class; and all vacancies occurring by reason of expiration of term shall be filled by election for a term of years equal to the number of classes. [See § 11, '26.

**9. CALLED MEETINGS.]** § 9. A meeting may be called at any time during the interval between such annual meetings, by the directors, or by the stockholders owning not less than one-fourth of the stock, by giving thirty days' public notice of the time and place of such meeting in some newspaper published in each county through or into which the said railway shall run, or be intended to run, provided there be a newspaper published in each of the counties aforesaid; and if, at any such special meeting so called, a majority in value of the stockholders equal to two-thirds of the stock of such corporation, shall not be represented in person or by proxy, such meeting shall be adjourned from day to day, not exceeding three days, without transacting any business; and if, within said three days, two-thirds in value of such stock shall not be represented at such meeting, then the meeting shall be adjourned, and a new call may be given and notified as hereinbefore provided. [See § 15.

**10. ANNUAL AND OTHER STATEMENTS.]** § 10. At the regular annual meeting of the stockholders of any corporation organized under the provisions of this act, it shall be the duty of the president and directors to exhibit a full, distinct and accurate statement of the affairs of the said corporation; and at any meeting of the stockholders, or a majority of those present (in person or by proxy,) may require similar statements from the president and directors, whose duty it shall be to furnish such statements when required in manner aforesaid.

**RATE OF INTEREST—LOANS.]** And at all general meetings of the stockholders, a majority in value of the stockholders of any such corporation may fix the rates of interest which shall be paid by the corporation for loans for the construction of such railway and its appendages, and the amount of such loans.

**REMOVAL OF OFFICERS.]** At any special meeting, by a two-thirds vote in value of all the stock, such stockholders may remove any president, director or other officer of such corporation, and elect others instead of those so removed.

**ACCESS TO BOOKS.]** All stockholders shall, at all reasonable hours, have access to and may examine all the books, records and papers of such corporation.

**11. WHEN DIRECTORS NOT ELECTED ON THE DAY, ETC.]** § 11. In case it shall happen, at any time, that an election of directors shall not be made on the day designated by the by-laws of such corporation for that purpose, the corporation, for such cause, shall not be dissolved, if within ninety days thereafter the stockholders shall meet and hold an election for directors in such manner as shall be provided by the by-laws of such corporation: *Provided*, that it shall require a majority in value of the stock of such corporation to elect any member of such board of directors, and a majority of such board of directors shall be citizens and residents of this state.

**12. OFFICERS—THEIR DUTIES.]** § 12. There shall be a president of such corporation, who shall be chosen by and from the board of directors, and such other subordinate officers as such corporation, by its by-laws, may designate, who may be elected or appointed, and shall perform such duties and be required to give such security for the faithful performance thereof as such corporation, by its by-laws, shall require, provided that it shall require a majority of the directors to elect or appoint any officer.

**13. PAYMENT OF SUBSCRIPTIONS TO CAPITAL STOCK.]** § 13. The directors of such corporation may require the subscribers to the capital stock of such corporation to pay the amount by them respectively subscribed, in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution or order of such board of directors, the said board shall be authorized to declare such stock and all previous payments thereon forfeited for the

use of the corporation; but the said board of directors shall not declare such stock so forfeited until they shall have caused a notice in writing to be served on such stockholder personally, or by depositing the same in a post office, properly directed to the post office address of such stockholder, or if he be dead, to his legal representatives, with necessary postage for its transmittal properly prepaid, stating therein that in accordance with such resolution, or order, he is requested to make such payment, at a time and place and in the manner to be specified in such notice, and that if he fails to make the same in the manner requested, his stock and all previous payments thereon will be forfeited for the use of such corporation; and thereafter such corporation, should default in payment be made, may sell the same and issue new certificates of stock therefor: *Provided*, that the notice as aforesaid shall be personally served or duly deposited, as above required, at least sixty days previous to the day on which such payment is required to be made.

**14. STOCK PERSONALTY—TRANSFER OF—USE OF FUNDS.]** § 14. The stock of such corporation shall be deemed personal estate and shall be transferable in the manner prescribed by the by-laws of such corporation. But no shares shall be transferable until all previous calls thereon shall have been paid; and it shall not be lawful for such corporation to use any of the funds thereof in the purchase of its own stock, or that of any other corporation, or to loan any of its funds to any director or other officer thereof, or to permit them or any of them to use the same for other than the legitimate purposes of such corporation: *Provide*, however, that any railroad company incorporated and organized or that may hereafter be incorporated and organized under any general or special law of this state, and operating a railroad which now connects or hereafter may connect at any point with any railroad of any other state, shall have power, acting by itself, or jointly with another company or companies, to own and hold the stock and securities of the corporation owning said connecting road, or any part thereof: such ownership or holding to comprise at least two-thirds in amount of the stock of such corporation; but in case of the purchase of stock the company or companies so purchasing shall take and pay for all the shares of the company whose stock is so purchased that may be offered, and the terms of purchase of all shares shall be the same to all stockholders. [As amended by act approved June 2, 1891. In force July 1, 1891. L. 1891, p. 185.]

**15. INCREASE OF CAPITAL STOCK—MEETINGS—OTHER BUSINESS.]** § 15. In case the capital stock of any such corporation shall be found insufficient for constructing and operating its road, such corporation may, with the concurrence of two-thirds in value of all its stock, increase its capital stock, from time to time, to any amount required for the purpose aforesaid. Such increase shall be sanctioned by a vote in person or by proxy, of two-thirds in amount of all the stock of such corporation, at a meeting of such stockholders called by the directors of the corporation for such purpose, by giving notice in writing to each stockholder, to be served personally or by depositing the same in a post office directed to the post office address of each of said stockholders severally, with necessary postage for the transmittal of the same, prepaid, at least sixty days prior to the day appointed for such meeting, and by advertising the same in some newspaper published in each county through or into which the said road shall run or be intended to run (if any newspaper shall be published therein), at least sixty days prior to the day appointed for such meeting. Such notice shall state the time and place of the meeting, the object thereof, and the amount to which it is proposed to increase such capital stock, and at such meeting the corporate stock of such corporation may be so increased, by a vote of two-thirds in amount of the corporate stock of such corporation, to an amount not exceeding the amount mentioned in the notices so given. Should the directors of any such corporation desire at any time to call a special meeting of the stockholders, for any other necessary purpose, the same may be done in the manner in this section provided, and if such meeting be attended by the owners of two-thirds in amount of the stock, in person or by proxy, any other necessary business of such corporation may be then transacted, except the altering, amending or adding to the by-laws of such corpora-



tion: *Provided*, such business shall have been specified in the notices given. And the proceedings of any such meeting shall be entered on the journal of the proceedings of such corporation. Every order or resolution increasing the capital stock of any such corporation shall be duly recorded as required in section 2 of this act.

**16. LIABILITY OF EXECUTOR, ETC.] § 15½.** No person holding stock in any such corporation as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholders of such corporation; but the person pledging the stock shall be considered as holding the same, and shall be liable as a stockholder accordingly.

**17. LIABILITY OF STOCKHOLDER.] § 16.** Each stockholder of any corporation formed under the provisions of this act, shall be held individually liable to the creditors of such corporation to an amount not exceeding the amount unpaid on the stock held by him, for any and all debts and liabilities of such corporation, until the whole amount of the capital stock of such corporation so held by him shall have been paid.

**18. CONDEMNATION OF PROPERTY.] § 17.** If any such corporation shall be unable to agree with the owner for the purchase of any real estate required for the purposes of its incorporation, or the transaction of its business, or for its depots, station buildings, machine and repair shops, or for right of way or any other lawful purpose connected with or necessary to the building, operating or running of said road, such corporation may acquire such title in the manner that may be now or hereafter provided for by any law of eminent domain.

**19. ACQUIRING MATERIAL.] § 18.** Any such corporation may, by their agents and employes, enter upon and take from any land adjacent to its road, earth, gravel, stone, or other materials, except fuel and wood, necessary for the construction of such railway, paying, if the owner of such land and the said corporation can agree thereto, the value of such material taken and the amount of damage occasioned thereby to any such land or its appurtenances; and if such owner and corporation can not agree, then the value of such material, and the damage occasioned to such real estate, may be ascertained, determined and paid in the manner that may now or hereafter be provided by any law of eminent domain, but the value of such materials, and the damages to such real estate, shall be ascertained, determined and paid for before such corporation can enter upon or take the same.

**20. LAYING OUT, CONSTRUCTING AND USING ROADS—FIX RATES—BORROW MONEY.] § 19.** Every corporation formed under this act shall, in addition to the powers hereinbefore conferred, have power:

*First*—To cause such examination and survey for its proposed railway to be made as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers, agents or servants, may enter upon the lands or waters of any person or corporation, but subject to responsibility for all damages which shall be occasioned thereby.

*Second*—To take and hold such voluntary grants of real estate and other property as shall be made to it, in aid of the construction and use of its railway, and to convey the same when no longer required for the uses of such railway, not incompatible with the terms of the original grant.

*Third*—To purchase, hold and use all such real estate and other property as may be necessary for the construction and use of its railway, and the stations and other accommodations necessary to accomplish the object of its incorporation, and to convey the same when no longer required for the use of such railway.

*Fourth*—To lay out its road, not exceeding one hundred feet in width, and to construct the same; and for the purpose of cuttings and embankments, to take as much more land as may be necessary for the proper construction and security of the railway; and to cut down any standing trees that may be in danger of falling upon or obstructing the railway, making compensation therefor in manner provided by law.

*Fifth*—To construct its railway across, along or upon any stream of water, water-course, street, highway, plank road, turnpike or canal, which the route of such railway shall intersect or touch; but such corporation shall restore the stream, water-course, street, highway, plank road and turnpike thus intersected or touched, to its former state, or to such state as not unnecessarily to have impaired its usefulness, and keep such crossing in repair: *Provided*, that in no case shall any railroad company construct a roadbed without first constructing the necessary culverts or sluices, as the natural lay of the land requires for the necessary drainage thereof. Nothing in this act contained shall be construed to authorize the erection of any bridge, or any other obstruction, across or over any stream navigated by steamboats, at the place where any bridge or other obstructions may be proposed to be placed, so as to prevent the navigation of such stream; nor to authorize the construction of any railroad upon or across any street in any city, or incorporated town or village, without the assent of the corporation of such city, town or village: *Provided*, that in case of the constructing of said railway along highways, plank roads, turnpikes or canals, such railway shall either first obtain the consent of the lawful authorities having control or jurisdiction of the same, or condemn the same under the provisions of any eminent domain law now or hereafter in force in this State. [See "Cities," etc., ch. 24, § 62, items 26, 27, 90.]

*Sixth*—To cross, intersect, join and unite its railways with any other railway before constructed, at any point in its route, and upon the grounds of such other railway company, with the necessary turnouts, sidings and switches, and other conveniences, in furtherance of the objects of its connections; and every corporation whose railway is or shall be hereafter intersected by any new railway, shall unite with the corporation owning such new railway in forming such intersections and connections, and grant the facilities aforesaid; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined in manner prescribed by law.

*Seventh*—To receive and convey persons and property on its railway, by the power and force of steam or animals, or by any mechanical power.

*Eighth*—To erect and maintain all necessary and convenient buildings and stations, fixtures and machinery, for the construction, accommodation and use of passengers, freights and business interests, or which may be necessary for the construction or operation of said railway.

*Ninth*—To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor, subject, nevertheless, to the provisions of any law that may now or hereafter be enacted. [See § 25, 27.]

*Tenth*—From time to time, to borrow such sums of money as may be necessary for completing, finishing, improving or operating any such railway, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation, to be expressed in the manner and under all the conditions provided in the fifteenth section of this act, shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in the second section of this act; and the directors of such corporation shall be empowered, in pursuance to any such order or resolution, to confer on any holder of any bond for money so borrowed, as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation, at any time not exceeding ten years after the date of such bond, under such regulations as may be provided in the by-laws of such corporation. [See § 30-33.]

**21. WHAT PERSONAL PROPERTY.] § 20.** The rolling stock and all other movable property belonging to any such corporation, shall be considered personal property, and shall be liable to execution and sale, in the same manner as the personal property of individuals. [See Const., art. 11, § 10.]

**22. ISSUE OF STOCK AND BONDS LIMITED.]** § 21. No such corporation shall issue any stock or bonds, except for money, labor or property actually received and applied to the purposes for which such corporation was organized. All stock dividends, and other fictitious increase of the capital stock or indebtedness of any such corporation, shall be void. [See Const., art. 11, § 13.

**23. CONSOLIDATION.]** § 22. No such corporation shall consolidate its capital stock with any other railway owning a parallel or competing line. And in no case shall any consolidation take place, except upon sixty days' notice thereof given, which notice shall be given in manner and form as prescribed in the fifteenth section of this act. [See Const., art. 11, § 11.

**24. ANNUAL REPORT.]** § 23. The directors of every such corporation shall annually make a report, under oath, to the Auditor of Public Accounts, and to such other officers as may be designated by law, of all its actings and doings, which, in part shall include such matters relating to such corporations as may be now or hereafter prescribed by law. [See Const., art. 11, § 9.

**25. POWER OF LEGISLATURE.]** § 24. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses, and to prevent unjust discriminations and extortions in the rates of freight and passenger tariff, and to establish reasonable maximum rates of charges for the transportation of persons or property on any railway that may be constructed under the provisions of this act, and to enforce such laws by adequate penalties to the extent, if necessary for that purpose, of forfeiture of the property and franchises of any such corporation. [See Const., art. 11, § 15.

**26. CUMULATIVE VOTING.]** § 25. In all elections for directors or managers of such railway corporations, every stockholder shall have the right to vote, in person or by proxy, for the number of shares of stock owned by him, for as many persons as there are directors or managers to be elected, or to cumulate said shares, and give one candidate as many votes as the number of directors, multiplied by the number of his shares of stock, shall equal; or to distribute them, on the same principle, among as many candidates as he shall think fit; and such directors or managers shall not be elected in any other manner. [See § 8; also, Const., art. 11, § 3.

**27. RATES WHEN AID INDUCED.]** § 25½. In all cases when any corporation organized under this act to induce aid in its construction, either by donation or subscription to its capital stock, shall desire to fix the rates for any period of time for the transportation of passengers or freight, such corporation may adopt a resolution fixing such rates, and the time for which the same is to be fixed, and have the same recorded in the office of the recorder of deeds in the several counties through which said road is proposed to be run; and during the time for which they are fixed, said rates shall in no case be amended by said corporation or its successors: *Provided*, that said rates shall not exceed the rates allowed by law.

**28. LIMITATION.]** § 26. If any railway corporation organized under this act, shall not, within two years after its articles of association shall be filed and recorded as provided in the second section of this act, begin the construction of its road, and expend thereon twenty-five per cent. on the amount of its capital, within five years after the date of its organization, or shall not finish the road and put it in operation within ten years from the time of filing its articles of association, as aforesaid, its corporate existence and powers shall cease.

**29. REPEAL—SAVING—BENEFITS OF THIS ACT, ETC.]** § 27. That an act entitled "An act to amend 'an act to provide for a general system of railroad incorporations,' approved November 5, 1849," approved February 13, 1857, and also all of an act entitled "An act to provide for a general system of railroad incorporations," approved November 5, 1849, except the sections of the last named act numbered 34, 35, 36, 37, 38, 39, 40, 41, 42 and 45,\* and all laws in conflict with the provisions of this act, be and

\*NOTE—The whole of said act of Nov. 5, 1849, repealed March 31, 1874. See ch. 131, No. 135.

the same are hereby repealed: *Provided, however*, that all general laws of this State in relation to railroad corporations, and the powers and duties thereof, so far as the same are not inconsistent with the provisions of this act, shall remain in force and be applicable to railroad incorporations organized under this act. The repeal of the acts and parts of acts mentioned in this section shall not be construed so as to effect any rights acquired thereunder; but all corporations formed or attempted to be formed under such acts or parts of acts, notwithstanding any defects or omissions in their articles of association, may, if they will adopt or have adopted this act, be entitled to proceed thereunder, and have all the benefits of this act; and all such corporations that have adopted or that will adopt this act, are hereby declared legal and valid corporations, within the provisions of this act, from the date of the filing of their respective articles of association. And the fixing of the termini by any such corporation shall have the same effect as if fixed by the General Assembly: *Provided*, that all corporations to which this act shall apply shall be held liable for, and shall carry out and fulfill all contracts made by them, or for, or on their behalf, or of which they have received the benefit, whether such corporation, at the time of the making of such contract or contracts, was organized, or had attempted to organize, under the general laws of the State of Illinois, or not; whether said contract was for right of way, work and labor done, or materials furnished, or for the running of trains or carrying passengers or freight upon such road, or upon any other road in connection therewith. And if such corporation has or does take possession of or use such right of way, labor or material so furnished by other persons or corporations, it shall be evidence of its acceptance of such contract so entered into by such person or corporation with said persons or corporations for its benefit. And upon said corporation failing to pay said sum as it ought equitably to pay for such right of way, labor or materials, or fail to carry out such contracts as aforesaid, so made with persons or corporations, it shall be held liable in an action at law or in chancery for the recovery of the value of said right of way, labor or materials, and for damages for non-fulfillment of such contract, in any court of competent jurisdiction in any county through which the road of such corporation may be located: *And, provided, further*, that this act shall not in any manner legalize the subscription of any township, county or city to the capital stock of any railroad company, nor authorize the issuing of any bonds by any township, city or county in payment of any subscription or donation. [As amended by act approved April 26, 1873. In force July 1, 1873.]

AN ACT to require railroad corporations to have and maintain a public office, or place in the State of Illinois where transfers of stock may be made, and to enforce the provisions of section nine (9), article eleven (11) of the Constitution of Illinois. [Approved June 18, 1883. In force July 1, 1883. L. 1883, p. 128; Legal News Ed., p. 102.]

**30. SHALL HAVE PUBLIC OFFICE—BOOK WITH TRANSFERS OF STOCK REGISTERED.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* Each and every railroad corporation, organized or doing business in this State, under the laws or authority thereof, shall have and maintain a public office, or place in this State for the transaction of its business, where transfers of shares of its stock shall be made by such railroad corporation, upon the request of the owner of shares thereof, presenting the certificate thereof. Every such railroad corporation shall keep a book in which the transfers of shares of its stock shall be registered, and another book containing the names of its stockholders, which book shall be open to the examination of the stockholders.

**31. FINES FOR FAILURE TO COMPLY.]** § 2. Any railroad corporation—organized or doing business in this State under the laws or authority thereof, or failing to comply with the provisions of section one (1) of this act, within ninety (90) days after the taking effect of this act, shall upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000), nor more than two thousand dollars (\$2,000). In case any such railroad corporation shall fail to comply with the provisions of said section one (1) within six months after the taking effect of this act it

shall, upon conviction thereof, be fined in any sum, not less than two thousand dollars, (\$2,000), nor more than four thousand dollars (\$4,000); and for every year after the taking effect of this act, any such railroad corporation shall fail to comply with the provisions of said section one (1), it shall, upon conviction, be fined not less than four thousand dollars (\$4,000); *Provide*, that in all cases under this act either party shall have the right of trial by jury.

**32. FINES RECOVERED IN ACTION OF DEBT.]** § 3. The fines hereinbefore provided for, may be recovered in an action of debt in the name of the People of the State of Illinois.

**33. DUTY OF COMMISSIONERS.]** § 4. It shall be the duty of the Railroad and Warehouse Commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this State; and whenever the facts in any manner ascertained by said commissioners shall, in their judgment, warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Said suits and prosecutions may be instituted in any county in this State, through or into which the line of the railroad corporation sued for violating this act may extend. And such Railroad and Warehouse Commissioners<sup>2</sup> are hereby authorized to employ counsel to assist the Attorney General in conducting such suit on behalf of the State. No such suits commenced by said commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney General shall consent thereto.

**34. FINES TO BE USED FOR COUNTY PURPOSES.]** § 5. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person collecting the same in the manner now provided by law, to be used for county purposes.

**AN ACT** to enable railroad companies to borrow money and to mortgage their property and franchises therefor. [Approved May 7, 1873. In force July 1, 1873.]

**35. BORROWING MONEY BY COMPANIES FORMED BEFORE MARCH 1, 1872.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That every railroad company organized under any law or laws of this State, in force before the first day of March, A. D. 1872, is hereby empowered from time to time to borrow such sums of money as may be necessary for completing, furnishing, improving or operating any such railroad, and to issue and dispose of its bonds for any amount so borrowed, and to mortgage its corporate property and franchises to secure the payment of any debt contracted by such corporation for the purposes aforesaid; but the concurrence of the holders of two-thirds in amount of the stock of such corporation—to be expressed in the manner hereinafter provided—shall be necessary to the validity of any such mortgage; and the order or resolution for such mortgage shall be recorded as provided in this act; and the directors of such corporation shall be empowered, in pursuance of any such order or resolution, to confer on any holder of any bond, for money so borrowed as aforesaid, the right to convert the principal due or owing thereon into stock of such corporation at any time not exceeding ten years after the date of such bond, under such regulation as may be provided in the by-laws of such corporation.

**36. HOW CONCURRENCE OF STOCKHOLDERS EXPRESSED.]** § 2. The concurrence of the holders of at least two-thirds in amount of the capital stock of such corporation in the creation of any such debt and the execution of any such mortgages, shall be made manifest by the votes cast by such stockholders in person or by proxy, on the passage of appropriate orders or resolutions at a meeting of the stockholders of such corporation, called by the directors thereof for such purpose.

**37. NOTICE OF MEETING.]** § 3. The directors of such corporation shall give notice of such meeting by causing written or printed notices thereof to be either personally served upon or duly mailed (postage prepaid) to such stockholders whose names and address shall be known to said direc-

tors, such notice to be so mailed at least sixty days before the time fixed for such meetings. The said notices shall state the time and place of such meeting and the purpose thereof, as well as the amount of the proposed indebtedness. The said directors shall cause like notices to be inserted in some newspaper published in each county through which said road shall run, (if any newspaper shall be published therein) at least sixty days prior to the day appointed for such meeting.

**38. RESOLUTIONS, ETC., RECORDED.]** § 4. When such meeting shall be held, the resolution or order authorizing the creation of such indebtedness, and the execution of the mortgage to secure the same, together with the result of the vote thereon: shall be recorded in the office of the recorder of deeds of each county through which said road shall run, and shall also be recorded in the office of the Secretary of State.

## RAILROADS—CONSOLIDATION.

AN ACT to provide for the consolidation of certain railroad corporations. [Approved June 14, 1883. In force July 1, 1883. L. 1883, p. 124; Legal News Ed., p. 101.]

**39. WHAT RAILROADS MAY CONSOLIDATE, AND HOW.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* Whenever any railroad which is situated partly in this State, and partly in one or more other States, and heretofore owned by a corporation formed by consolidation of railroad corporations of this and other States, has been sold pursuant to the decree of any court or courts of competent jurisdiction, and the same has been purchased as an entirety, and is now, or hereafter may be, held in the name or as the property of two or more corporations incorporated respectively under the laws of two or more of the States in which said railroad is situated, it shall be lawful for the corporation so created in this State to consolidate its property, franchises and capital stock with the property, franchises and capital stock of the corporation or corporations of such other state or states in which the remainder of such railroad is situated, and upon such terms as may be agreed upon between the directors, and approved by the stockholders owning not less than two-thirds in amount of the capital stock of such corporations. Such approval may be given by the stockholders of such corporation of this State at any time, in writing or by vote, at any annual or special meeting, upon sixty days' notice given by publication in any newspaper published in the county where the general office of such company is situated, and such meeting is to be held: *Provided*, that no consolidation shall take place with any railroad owning a parallel or competing line: and a majority of the directors of such consolidated company shall be citizens and residents of this State; and where the line of the road of the original company has been located in this State and aid in the construction thereof voted by any municipality by way of subscription or donation and received by the company, and the road as so located not yet completed, then the consolidated company shall have no power or right to change such line as so located so as to make the same substantially different from the line so located at the time the aid was voted.

**40. WHEN CONSOLIDATION TO TAKE EFFECT.]** § 2. Such consolidation shall take effect upon the filing and recording of such articles of consolidation in the office of the Secretary of State of the State of Illinois, and a certified copy thereof in the office of the recorder of the various counties in which said railroad is situated. A certified copy of such articles of consolidation, under seal of the Secretary of State, shall be deemed and taken to be *prima facie* evidence of the existence of such consolidated corporation.

**41. LIST OF STOCKHOLDERS—RIGHTS SAVED.]** § 3. Such consolidated corporation shall at all times keep a general office within this State, at which shall be kept a complete list of all stockholders of such corporation, their places of residence, the amount of stock owned by each, and where

the stock of such corporation may be registered and transferred: *Provided*, that nothing contained in this bill shall be construed to impair or affect the rights of any party holding unsettled claims against any of the corporations to be consolidated.

AN ACT authorizing railroad companies in consolidating so as to form an inter-state line to fix the terms and conditions of such consolidation and to retire their preferred stock, and to provide for the issue of new preferred stock and fix the par value thereof. [Approved and in force June 17, 1893. L. 1893, p. 166.]

**42.** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That when any railroad company, formed by the consolidation of any company or companies of this State with a company or companies of another State or States, shall make a further consolidation with a company or companies of another State or States, owning a continuous and connected but not competing line, the constituent companies shall have power to fix by the agreement for such consolidation the terms and conditions upon which the same shall be made, which terms and conditions may include the payment or retirement of the preferred stock of either or both of the constituent companies, if they have such. And in case the new company shall issue preferred stock, the par value of the shares thereof may be fixed by the agreement of consolidation or by the resolution for the issue thereof without regard to the par value of the shares of the common stock of such company.

**43.** § 2. Whereas, an emergency exists for the immediate taking effect of this act, therefore the same shall take effect and be in force from and after its passage.

AN ACT to enable railroad companies to enter into operative contracts and to borrow money. [Approved February 12, 1855. Pr. L. 1855, p. 304.]

**44. OPERATIVE CONTRACTS—PROPERTY.** § 1. All railroad companies incorporated or organized under, or which may be incorporated or organized under the authority of the laws of this State, shall have power to make such contracts and arrangements with each other, and with railroad corporations of other States, for leasing or running their roads, or any part thereof; and also to contract for and hold in fee simple or otherwise, lands or buildings in this or other States for depot purposes; and also to purchase and hold such personal property as shall be necessary and convenient for carrying into effect the object of this act.

**45. CONNECTIONS.** § 2. All railroad companies incorporated or organized, or which may be incorporated or organized as aforesaid, shall have the right of connecting with each other, and with the railroads of other States, on such terms as shall be mutually agreed upon by the companies interested in such connection.

[§ 3, repealed. See "Statutes," ch. 131, § 5.]

AN ACT to facilitate travel and transportation. [Approved and in force February 25, 1867. L. 1867, p. 174.]

**46. USE OF BRIDGES.** § 1. Railroads terminating, or to terminate at any point on any line of continuous railroad thoroughfare where there now is or shall be a railroad bridge for crossing of passengers and freight in cars over the same as part of such thoroughfare, shall make convenient connections of such railroads, by rail, with the rail of such bridge; and such bridge shall permit and cause such connections of the rail of the same with the rail of such railroads, so that by reason of said railroads and bridge there shall be uninterrupted communication over such railroads and bridge as public thoroughfares. But by such connections no corporate rights shall be impaired.

AN ACT relating to lessees in this State of railroads in adjoining States. [Approved March 30, 1875. In force July 1, 1875. L. 1875, p. 96; Legal News Ed., p. 102.]

**47.** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly.* That all railroad companies incorporated or organized,

or which may be incorporated or organized under the laws of this State, or of this or any adjoining State, which now are, or at any time hereafter may be, in possession of and operating connecting railroads in States adjoining this State under lease in perpetuity, or for a period of not less than twenty years, shall have power to purchase the remaining interests, property and franchises of the lessors of such railroads situated in such adjoining States, on such terms and conditions as may be agreed upon by the parties, or their assigns, to such lease: *Provided*, that nothing in this act shall be so construed as to authorize any corporation acting by or organizing under the laws of any other state to purchase or otherwise become the owners of any railroad in this State.

AN ACT to empower township trustees to sell and convey right of way and depot grounds for the use of railroads crossing school lands. [Approved April 13, 1875. In force July 1, 1875. L. 1875, p. 16; Legal News Ed., p. 101.]

48. [The act constituting section 46, of which the above is the title, was repealed by act approved and in force May 21, 1889. See Ch. 122, entitled Schools, section 300.]

AN ACT to facilitate the carriage and transfer of passengers and property by railroad companies. [Approved May 21, 1877. In force July 1, 1877. L. 1877, p. 167; Legal News Ed., p. 153.]

49. POWER TO OWN AND USE WATER CRAFT.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That all railroad companies incorporated under the laws of this State, having a terminus upon any navigable river bordering on this State, shall have power to own for their own use any water craft necessary in carrying across such river any cars, property or passengers transported over their lines, or transported over any railroad terminating on the opposite side of such river to be transported over their lines: *Provided*, that no right shall exist under this act to condemn any real estate for landing for such water craft, or for any other purpose. And this act shall only apply to such railroad companies as own the landing for such water craft: *Provided, also*, that nothing in this act shall be held to impair or affect any right or privilege granted any ferry company incorporated under the laws of this State; and that all the powers and rights herein granted said railroad companies shall be subject to whatever rights and privileges may have heretofore been granted to any ferry companies in this State, and that nothing in this act shall prevent said railroad companies from being subject, in the use of such water craft, to all laws of the State regulating ferries now in force or hereafter to be in force: *And, provided, further*, that nothing in this act shall be held or construed to authorize any railroad or railway company doing business under any charter granted by this State, to consolidate with any railroad or railway company out of this State, so as to form one continuous line of railroad, or otherwise to alter, modify or repeal any provision of any such charter granted by this State; or to impair the rights of this State as now reserved to it in any such charter.

AN ACT compelling railroad companies in this State to build and maintain depots for the comfort of passengers, and for the protection of shippers of freight at towns and villages on the line of their road. [Approved May 21, 1877. In force July 1, 1877. L. 1877, p. 165; Legal News Ed., p. 151.]

50. REQUIRED TO BUILD AND MAINTAIN DEPOTS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That all railroad companies in this State carrying passengers or freight shall, and they are hereby required to build and maintain depots for the comfort of passengers and for the protection of shippers of freight, where such railroad companies are in the practice of receiving and delivering passengers and freight, at all towns and villages on the line of their roads having a population of five hundred or more.

51. PENALTY.] § 2. Any railroad company in this State failing to comply with the provisions of the preceding section after this act shall go



into effect, and within ninety days after notice in writing of its failure to comply with the provisions of said section shall have been served upon any agent of said railroad by the authorized agent of any town or village aggrieved, shall pay for each and every day it shall neglect, the sum of fifty dollars (\$50.00) to be recovered in an action of debt before any justice of [the] peace, in the name of the People of the State of Illinois, in any town or village aggrieved. Said penalty to be paid to the said town or village for the school fund.

## CONTRACTS FOR SALE OR LEASE OF RAILROAD OR STREET CAR EQUIPMENT STOCK.

AN ACT concerning contracts for the conditional sale or lease of railroad street car equipment and rolling stock, and providing for the record thereof. [Approved June 20, 1893, in force July 1, 1893. L. 1893, p. 166.]

**52. CONTRACT TO BE IN WRITING.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That whenever any railroad or street car equipment or rolling stock shall hereafter be sold, leased or loaned on the condition that the title to the same, notwithstanding the possession and use of the same by the vendee, lessee or bailee, shall remain in the vendor, lessor or bailor, until the terms of the contract as to the payment of the installments, amounts or rentals payable or the performance of other obligations thereunder, shall have been fully complied with, but also providing that title thereto shall pass to the vendee, lessee or bailee on full performance of said terms, such contract shall be invalid as to any subsequent judgment creditor or any subsequent purchaser for a valuable consideration without notice, unless,

*First*—The same shall be evidenced by writing, duly acknowledged by the vendee, lessee or bailee before some person authorized by law to take acknowledgements of deeds and in the form proper for acknowledgments of deeds.

*Second*—Such writing shall be recorded, or a copy thereof filed, in the office of the Secretary of State, who shall be entitled to receive one dollar for each such copy filed by him.

*Third*—Each locomotive or car so sold, leased or loaned shall have the name of the vendor, lessor or bailor plainly marked upon both sides thereof, followed by the word owner, lessor, vendor or bailor, as the case may be.

**53. CONTRACT NOT TO INVALIDATE PRIOR CONTRACT.] § 2.** This act shall not be held to apply to or invalidate any contract heretofore made of the character described in the first section, but the same shall be and remain valid if recorded according to the provisions of this act within ninety days from the time this act takes effect.

**54. REPEAL.] § 3.** An act entitled "An act to render valid leases, bailments and conditional sales of railway rolling stock," approved May 30, 1881, is hereby repealed.

## RELATING TO RESIDENCE OF DIRECTORS ON RAILROADS UNDER SPECIAL CHARTERS.

AN ACT in relation to the residence of directors on railroads organized under special charters. [Approved and in force June 17, 1893. L. 1893, p. 164.]

**55. DEFINES DIRECTORS' RESIDENCE.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* In all cases where any railroad company organized and doing business under any law of this State by which it is required that a majority of the directors

of such company shall reside in counties along the line of the road, such requirements shall be construed to require such majority of such directors to reside in some or all of the counties along the line of the road in this State actually operated by such company, whether such line be owned by such company or leased thereby, and shall not require that any of the directors of such company shall reside in counties along such part of the line of the road of such company as may have been sold and transferred to any other corporation.

EMERGENCY.] § 2. Whereas, an emergency exists, therefore, this law shall take effect and be enforced from and after its passage.

## UNION DEPOTS.

AN ACT authorizing the formation of union depots and stations for railroads in this State.  
[Approved April 7, 1875. In force July 1, 1875. L. 1875, p. 97; Legal News Ed., p. 103.]

**56. WHO MAY FORM CORPORATION.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That in order to facilitate the public convenience and safety in the transmission of goods and passengers, from one railroad to another, and to prevent the unnecessary expense, inconvenience and loss attending the accumulation of a number of stations, any number of persons, not less than five, are hereby authorized to form themselves, or any two or more railroad companies, may themselves form or join individuals in forming a corporation for the purpose of constructing, establishing and maintaining a union station for passenger or freight depots, or for both, in any city, town or place in this State, with the necessary officers and rooms convenient for the same, and appurtenances thereto, and for that purpose may make and sign articles, in which shall be stated the number of years the same is to continue, the city, town or place in which the same is to be located, the amount of the capital stock of said company, which shall not exceed three millions of dollars, the amount of each share of stock, the names and places of residence of its directors, which shall not be less than five nor exceed fifteen, who shall manage its affairs for the first year, and until others are chosen in their place, and shall also state the amount of stock taken by each subscriber.

**57. ARTICLES OF ASSOCIATION.] § 2.** Any association of persons or corporation, desiring to become incorporated under the provisions of this act, shall present their articles of association to the Circuit Court of the county in which such city or place is, or to the judge thereof in vacation, with the petition from such members for a certificate of incorporation under the provisions of this act, to which petition shall be added or appended a certificate of at least two railroad companies who have tracks leading into said city, town or place, stating its public utility, and that they expect to make arrangements for its use when it shall be constructed, signed by the presidents of their respective companies.

**58. CERTIFICATE OF INCORPORATION.] § 3.** If the Circuit Court, or any judge thereof, in vacation, shall be satisfied that said certificate has been signed by such companies, then the said court or judge upon filing the said petition, articles and certificate aforesaid, with the clerk of the court, shall grant to the said association a certificate of incorporation, which may be in the following form, to-wit:

Whereas, A, B and C, etc., (stating the names) have filed in the office of the clerk of the Circuit Court their articles of association, in compliance with the provisions of an act entitled "An act authorizing the formation of union depots and stations for railroads in this State," approved (stating day of approval), with their petition of incorporation, under the name and style of .....; they are therefore hereby declared a body politic and corporate, by the name and style aforesaid, with all the powers, privileges and immunities granted in the act above named. By order of the Circuit Court (or judge thereof),  
..... Attest, ..... Clerk of Circuit Court of County.....

And thereupon, upon filing the same, or a certified copy thereof, in the office of the Secretary of State, the said association, from the time of such filing, shall be a corporation under the laws of this State.

**59. CORPORATE POWERS DEFINED—PROVISOS AND LIMITATIONS.]** § 4. Every corporation formed under this act, in addition to the general powers conferred by the laws of this State in relation to corporations, shall have power—

*First*—To take and hold such real estate as it may acquire either by conveyance to said corporation, or such as it may acquire under the provisions of this act by condemnation, and which shall be necessary for the transaction of its business.

*Second*—To take, occupy and condemn any land, and real estate, or any interest therein needed for the establishment of such union station or depot, and necessary approaches thereto, and the same proceedings shall be had therefor as are now or may hereafter be provided by law, concerning the condemnation of lands for or by railroad companies in the State, so far as such laws are applicable to the purposes of this act; and when so condemned, the said land, and any interest therein, shall belong to such corporation for the purposes of this act: *Provided*, that nothing in this act shall be construed to authorize the condemnation of depot grounds of any railroad which is not of the same gauge of those joining in the petition: *Provided further*, that none of the provisions of this act relating to the condemnation of lands, shall extend to any land or lands to which any municipal corporation has a title.

*Third*—With the consent of the corporate authorities of the city, town or place in which said station or depot is to be constructed, to have the right to lay the necessary track or tracks over, upon or under such streets or roads of said city, town or place as may be necessary to make the necessary connections with railroads proposing to use said union depot, and may, with such consent, also construct such station or depot under, over or upon any such streets or roads: *Provided*, that all injury, if any, that may be occasioned to the property fronting on any streets or roads, by the laying of any railroad tracks, or the location of any depot upon such streets or roads, under the provisions of this act, shall be assessed and the assessment paid into the city treasury, to the use of the owners of the property so injured by the corporation so appropriating such streets or roads, before such corporation shall have the right to lay any track or locate any depot over, under or upon such streets or roads.

*Fourth*—From time to time to borrow such sums of money as may be necessary for the construction, completion and furnishing or repairing of such station or depot, and to issue or dispose of their bonds for such amounts, at such prices as they shall think proper, and to mortgage their corporate property and franchises for the purpose of securing the same.

*Fifth*—To open, from time to time, books of subscription to the remainder of the capital stock not taken by the subscribers to the articles of association. The General Assembly shall have power to enact, from time to time, laws to prevent and correct abuses and to prevent unjust discrimination and extortions in the management and prosecution of the business of any corporation formed under this act, and to enforce such laws by adequate penalties.

**60. TERM AND ELECTION OF DIRECTORS.]** § 5. After the directors named in the articles of corporation shall have served for one year, there shall be an annual election of directors, to be conducted in the manner prescribed in the Constitution of this State: the directors so elected shall serve for the ensuing year, and notices of such election, appointing a time and place, shall be given by the directors as originally constituted for the first annual election, and thereafter by their successors in office, which notice shall be published not less than twenty days previous thereto, in some newspaper published in the English language, in the city, town or place in which said station or depot is located.

**61. NO DISCRIMINATION.]** § 6. There shall be no discrimination against or in favor of any railroad company using or desiring to use the said union depot, but the terms, conditions and regulations adopted for the use of the same, shall be, so far as practicable, uniform, and apply alike to all railroads using or desiring to use said union depot.

## FENCING AND OPERATING RAILROADS.

AN ACT in relation to fencing and operating railroads. [Approved March 31, 1874. In force July 1, 1874.]

**62. FENCING TRACK.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That every railroad corporation shall, within six months after any part of its line is open for use, erect and thereafter maintain fences on both sides of its road, or so much thereof as is open for use, suitable and sufficient to prevent cattle, horses, sheep, hogs or other stock from getting on such railroad, except at the crossings of public roads and highways, and within such portion of cities and incorporated towns and villages as are or may be hereafter laid out and platted into lots and blocks, with gates or bars, at the farm crossings of such railroad, which farm crossings shall be constructed by such corporation when and where the same may become necessary, for the use of the proprietors of the lands adjoining such railroad; and shall also construct, where the same has not already been done, and thereafter maintain at all road crossings now existing or hereafter established, cattle-guards suitable and sufficient to prevent cattle, horses, sheep, hogs and other stock from getting on such railroad; and when such fences or cattle guards are not made as aforesaid, or when such fences or cattle-guards are not kept in good repair, such railroad corporations shall be liable for all damages which may be done by the agents, engines or cars of such corporation to such cattle, horses, sheep, hogs or other stock thereon, and reasonable attorney's fees in any court wherein suit is brought for such damages, or to which the same may be appealed; but where such fences and guards have been duly made and kept in good repair, such railroad corporation shall not be liable for any such damages, unless negligently or willfully done. [As amended by act approved May 29, 1879. In force July 1, 1879. L. 1879, p. 224.]

**63. RIGHT OF WAY CLEAR OF COMBUSTIBLES.]** § 1½. It shall be the \*808] duty of all railroad corporations to keep their right of way clear from all dead grass, dry weeds, or other dangerous combustible material, and for neglect shall be liable to the penalties named in section 1.

**64. ALLOWING, ETC., ANIMAL ON RIGHT OF WAY—BREAKING FENCE, ETC.]** § 2. If any person shall ride, lead or drive any horse or other animal upon the track or lands of such railroad corporation, and within such fences or guards (except to cross at farm or road crossings), without the consent of the corporation, or shall tear down, or otherwise render insufficient to exclude stock, any part of such fence, guards, gates or bars—or shall leave the gates or bars at farm crossings open or down—or shall leave horses or other animals standing upon farm or road crossings, he shall be liable to a penalty of not less than \$10, nor more than \$100, to be recovered in an action of debt, before any court having competent jurisdiction thereof, in the name of such railroad corporation, and for the use of the school fund in the county, and shall pay all damages which shall be sustained thereby to the party aggrieved. [L. 1855, p. 174, § 3.]

**65. WHEN COMPANY NEGLECTS TO BUILD—NOTICE.]** § 3. Whenever a railroad corporation shall neglect or refuse to build or repair such fence, gates, bars or farm crossings, as provided in this act, the owner or occupant of the lands adjoining such railroad, or over or through which the railroad track is or may be laid, may give notice, in writing, to such corporation, or the lessees thereof, or the persons operating such railroad, to

build such fence, gate, bars or farm crossings within thirty days (or repair said fence, gate, bars or farm crossings, as the case may be, within ten days) after the service of said notice. Such notice shall describe the lands on which said fence, gates, bars or farm crossings are required to be built or repaired. Service of such notice may be made by delivering the same to any station agent of said railroad corporation or the persons operating such railroad. [L. 1869, p. 315, § 1.]

**66. ADJOINING OWNER MAY BUILD AND RECOVER.]** § 4. If the party so notified shall refuse to build or repair such fence, gates, bars or farm crossings, in accordance with the provisions of this act, the owner or occupant of the land required to be fenced shall have the right to enter upon the land and track of said railroad company, and may build or repair such fence, gates, bars or farm crossings, as the case may be, and the person so building or repairing such fence, gates, bars or farm crossings, shall be entitled to double the value thereof from such corporation, or party actually occupying or using such railroad, to be recovered with interest at one per cent. per month, as damages, from the time such fence, gates, bars or farm crossings were built or repaired, in any court of competent jurisdiction, together with costs, to be taxed by the court. [L. 1869, p. 315, § 2.]

**67. BOARDS AT CROSSINGS.]** § 5. Every railroad corporation shall cause boards, well supported by posts or otherwise, to be placed and constantly maintained upon each public road or street, where the same is crossed by its railroad on the same level. Said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers. On each side of said boards shall be painted in capital letters, of at least the size of nine inches each, the words "railroad crossing," or "look out for the cars." This section shall not apply to streets in cities or incorporated towns or villages, unless such railroad corporation shall be required to put up such boards by the corporate authorities of such cities, towns or villages: *Provided*, that when warning boards have already been erected, under existing laws, the maintenance of the same shall be a sufficient compliance with the requirements of this section. [2d L. 1849, p. 32, § 39.]

**68. BELL AND WHISTLE—CROSSINGS.]** § 6. Every railroad corporation shall cause a bell of at least thirty pounds weight, and a steam whistle placed and kept on each locomotive engine, and shall cause the same to be rung or whistled by the engineer or fireman, at the distance of at least eighty rods from the place where the railroad crosses or intersects any public highway, and shall be kept ringing or whistling until such highway is reached. [L. 1869, p. 308, § 1.]

**69. KILLING STOCK—FRIGHTENING TEAM.]** § 6½. Any engineer, or person having charge of and running any railroad engine or locomotive, who shall willfully or maliciously kill, wound or disfigure any horse, cow, mule, hog, sheep or other useful animal, shall, upon conviction, be fined in the sum of not less than the value of the property so killed, wounded or disfigured, or confined in the county jail for a period of not less than ten days; and any such engineer or fireman, or other person, who shall wantonly or unnecessarily blow the engine whistle, so as to frighten any team, shall be liable to a fine of not less than \$10 nor more than \$50. See "Criminal Code," ch. 38, § 191.

**70. STARTING TRAIN WITHOUT SIGNAL.]** § 7. If any engineer on any railroad shall start his train at any station, or within any city, incorporated town or village, without ringing the bell or sounding the whistle a reasonable time before starting, he shall forfeit a sum not less than \$10 nor more than \$100, to be recovered in an action of debt in the name of the People of the State of Illinois, and such corporation shall also forfeit a like sum, to be recovered in the same manner.

**71. APPROACHES AT CROSSINGS.]** § 8. Hereafter, at all of the railroad crossings of highways and streets in this State, the several railroad corporations in this State shall construct and maintain said crossings, and the approaches thereto, within their respective rights of way, so that at all times they shall be safe as to persons and property. [L. 1869, p. 312, § 1.]

**72. NEGLECT TO MAKE, ETC., CROSSINGS—NOTICE.]** § 9. Whenever any railroad corporation shall neglect to construct and maintain any of its crossings and approaches, as provided in section 8 of this act, it shall be the duty of the proper public authorities, having the charge of such highways or streets, to notify, in writing, the nearest agent of said railroad corporation of the condition of said crossing or approaches, and direct the same to be constructed, altered or repaired in such manner as they shall deem necessary for the safety of persons and property.

**73. WHEN COMPANY NEGLECTS, AUTHORIZES TO CONSTRUCT, ETC.]** § 10. If any railroad corporation of this State shall, after having been notified, as provided in section 9 of this act, neglect or refuse to construct, alter or repair such crossing or approaches within thirty days after such notice, then said public authorities shall forthwith cause such construction, alteration or repairs to be made.

**74. COMPANY TO PAY EXPENSE AND \$100.]** § 11. Said railroad corporation shall be holden for all necessary expenses incurred in making such construction, alteration and repairs, and in addition thereto shall be liable to a fine of \$100 for such neglect to comply with the requirements of this act, which fine shall be enforced by the said public authorities, in the name of the People of the State of Illinois, before any court of competent jurisdiction in the county. Such fine, when collected, to be paid into the treasury of the authorities enforcing the fine.

**75. DRAW BRIDGE—RAILROAD CROSSING, ETC.—STOP.]** § 12. All trains running on any railroad in this State, when approaching a crossing with another railroad upon the same level, or when approaching a swing or draw bridge, in use as such, shall be brought to a full stop before reaching the same, and within eight hundred (800) feet therefrom, and the engineer or other person in charge of the engine attached to the train shall positively ascertain that the way is clear and that the train can safely resume its course before proceeding to pass the bridge or crossing. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885.]

**76. PENALTY.]** § 13. Every engineer or other person having charge of such engine, violating the provisions of the preceding section, shall be liable to a penalty of two hundred dollars for each offense, to be recovered in an action of debt in the name of the People of the State of Illinois, and the corporation on whose road such offense is committed, shall be liable to a penalty of not exceeding two hundred dollars, to be recovered in like manner, the amount so recovered to be paid into the treasury of the county in which the offense occurs, but no recovery shall be had in any case for any offense committed more than sixty days prior to the commencement of the action. The provisions of this and the preceding section shall extend to and govern all cases of neglect or failure to stop the train as required by law before passing any bridge or railroad crossing, whether occurring before or after said provisions shall take effect, and no act or part of an act inconsistent with such operation and effect being given to this law shall in any way apply hereto. [As amended by act approved June 19, 1885. In force July 1, 1885. L. 1885.]

**76a. TWO OR MORE RAILROADS CROSSING EACH OTHER ON SAME LEVEL—REQUIREMENTS.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That when and in case two or more railroads crossing each other at a common grade, or any railroad crossing any stream or harbor by swing or draw-bridge, shall, by a system of interlocking and automatic signals, or by other works, fixtures and machinery to be erected by them, or either of them, render it safe for engines and trains to pass over such crossing or bridge without stopping, and such system of interlocking and signals, works or fixtures, shall first be approved by the Railroad and Warehouse Commissioners, or any two of them, and a plan of such interlocking and signals, works and fixtures, for such crossing, designating the plan of crossing, shall have been filed with such Railroad and Warehouse Commissioners, then, and in that case, it is hereby lawful for the engines and trains of any such railroad or railroads to pass over said crossing or bridge without stopping, any law, or

the provisions of any law, now in force to the contrary notwithstanding; and all such other provisions of law contrary thereto are hereby declared not to be applicable in such case: *Provided*, that the said Railroad and Warehouse Commissioners shall have power in case such interlocking system, in their judgment, shall, by experience, prove to be unsafe or impracticable, to order the same to be discontinued. [As amended by act approved May 28, 1891, in force July 1, 1891. L. 1891, p. 179.]

**76b. CIVIL ENGINEER TO EXAMINE SYSTEM, ETC.—COMPENSATION.]** § 2. The said Railroad and Warehouse Commissioners may appoint a competent civil engineer to examine such proposed system and plans, and report the result of such examination for the information of such Railroad and Warehouse Commissioners; and said Railroad and Warehouse Commissioners are hereby authorized to allow and reward five dollars per day as a compensation for the services of such civil engineer, or such reasonable sum as such commissioners shall deem fit, and to allow and reward such other and further sums, as they shall deem fit to pay all other fees, costs and expenses to arise under said application, to be paid by the railroad company or companies in interest, to be taxed and paid or collected as in other cases. And the said Railroad and Warehouse Commissioners are also empowered on application for their approval of any such system of interlocking and signals, works or fixtures, to require of the applicant security for such fees, costs and expenses, or the deposit, in lieu thereof, of a sufficient amount in money for that purpose to be fixed by them. (1)

**77. NOT TO OBSTRUCT HIGHWAY.]** § 14. No railroad corporation shall obstruct any public highway by stopping any train upon, or by leaving any car or locomotive engine standing on its track, where the same intersects or crosses such public highways, except for the purpose of receiving or discharging passengers, or to receive the necessary fuel and water, and in no case to exceed ten minutes for each train, car or locomotive engine.

**STONING, ETC., TRAIN.]** Any person who shall throw any stone or other hard substance at any railroad car, train or locomotive, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be fined in any sum not more than \$200, and shall stand committed to the county jail until such fine and costs shall be paid.

**78. PENALTY.]** § 15. Every engineer or conductor violating the provisions of the preceding section shall, for each offense, forfeit the sum of not less than \$10 nor more than \$100, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person who may sue for the same, and the corporation on whose road the offense is committed shall be liable for the like sum.

**79. MINORS TO KEEP OFF CARS.]** § 17. No person or minor shall climb, jump, step, stand upon, cling to, or in any way attach himself to any locomotive engine or car, either stationary or in motion, upon any part of the track of any railroad, unless in so doing he shall be acting in compliance with law, or by permission, under the lawful rules and regulations of the corporation then owning or managing such railroad.

**80. RAILROAD AGENT, ETC., TO MAKE COMPLAINT.]** § 18. Whenever any officer, agent or employé of any railroad corporation shall have any information that any person or minor has violated any of the provisions of the preceding section, and has thereby endangered himself, or caused reasonable alarm to others, said officer, agent or employé shall, without unnecessary delay, make complaint of such offense against such person or minor before some justice of the peace.

**81. PENALTY.]** § 19. Any person or minor who shall violate any of the provisions of the seventeenth section of this act shall be punished by a fine not exceeding \$25, to be recovered in an action of debt, in the

(1) AN ACT in regard to the dangers incident to railroad crossings on the same level. [Approved June 3, 1887. In force July 1, 1875. L. 1887, p. 252; Legal News Ed., p. 188.]

name of the People of the State of Illinois, before a justice of the peace, or, upon conviction, by imprisonment in the county jail, or other place of confinement, for a period not exceeding twelve hours.

**82. THREE PRECEDING SECTIONS POSTED.]** § 20. The several railroad corporations in this State shall, without unnecessary delay, cause printed copies of the three preceding sections of this act to be kept posted in conspicuous places at all their stations along their lines of railroad in this State. Every railroad corporation that shall neglect to post, and keep posted, such notices as required by this section, shall, for each offense, forfeit the sum of \$50, to be recovered in an action of debt, in the name of the People of the State of Illinois.

**83. NO FREIGHT, ETC., CARS BEHIND PASSENGER.]** § 21. In no train shall freight, merchandise or lumber cars be run in the rear of passenger cars, and if such cars, or any of them, shall be so run, the officer or agent who so directed, or knowingly suffered such arrangement to be made, shall each be deemed guilty of a misdemeanor, and punished accordingly. [2d L. 1849, p. 31, § 37.

**84. MUST FURNISH CARS AND TRANSPORT PASSENGERS AND PROPERTY—WHEN.]** § 22. Every railroad corporation in the State shall furnish, start and run cars for the transportation of such passengers and property as shall, within a reasonable time previous thereto, be ready or be offered for transportation at the several stations on its railroads and at the junctions of other railroads, and at such stopping places as may be established for receiving and discharging way-passengers and freights: and shall take, receive, transport and discharge such passengers and property, at, from and to such stations, junctions and places, on and from all trains advertised to stop at the same for passengers and freight, respectively, upon the due payment, or tender of payment of tolls, freight or fare legally authorized therefor, if payment shall be demanded, and such railroad companies shall at all junctions with other railroads, and at all depots where said railroad companies stop their trains regularly to receive and discharge passengers in cities and villages, for at least one-half hour before the arrival of, and one-half hour after the arrival of any passenger train, cause their respective depots to be open for the reception of passengers; said depots to be kept well lighted and warmed for the space of time aforesaid. [As amended by act approved June 25, 1883. In force July 1, 1883. L. 1883, p. 125.

**85. DEPOTS TO BE KEPT OPEN—PENALTY.]** § 23. In case of the refusal of such corporation or railroad company, or its agents, to take, receive and transport any person or property, or to deliver the same within a reasonable time, at their regular or appointed time and place, or to keep their said depots open, lighted and warmed according to the provisions of the preceding section of this act, such corporation or railroad company shall pay to the party aggrieved, treble the amount of damages sustained thereby, with costs of suit; and in addition thereto, said corporation or railroad company shall forfeit a sum of not less than twenty-five dollars, nor more than one thousand dollars for each offense, to be recovered in an action of debt, in the name of the People of the State of Illinois—the treble damages for the use of the party aggrieved, and the forfeiture for the use of the school fund of the county in which the offense is committed. [As amended by act approved June 25, 1883. In force July 1, 1883. L. 1883, p. 125.

**86. TEXAS CATTLE.]** § 23½. In any suit brought for a violation of "An act concerning the transportation of Texas or Cherokee cattle," approved April 16, 1869, the consignor of any live stock, the bringing of which into this State shall constitute the offense created by this act, if he be a citizen of this State, and if not the consignee, if he shall have knowledge of and consent to such consignment, of any such live stock, shall be made a joint defendant with any railroad or transportation company which may be sued for the offense aforesaid, and the said consignor, or consignee, shall suffer jointly any penalty passed upon any such railroad or transportation company for any violation of the act aforesaid.



Any action brought for a violation of the act aforesaid, must be commenced within eighteen months next succeeding the bringing of the cattle into this State, on account of which the action may be brought. Any railroad company who shall transport any Texas, Cherokee or diseased cattle in violation of the aforesaid act, without knowing them to be such, may recover from any consignor or consignee any sum of money it may be compelled by the judgment of any court to pay for the transportation of such cattle, and the record of the judgment against the said company shall, in any suit against any such consignor, or consignee, be evidence of the amount of damages to be recovered, with interest from the time of payment: *Provided*, that nothing in this section shall be construed to affect any right existing or suit pending. [See "Animals," ch. 8.

**87. SPEED THROUGH CITIES, ETC.—DAMAGES.]** § 24. Whenever any railroad corporation shall by itself or agents, run any train, locomotive engine, or car, at a greater rate of speed in or through the incorporated limits of any city, town or village, than is permitted by any ordinance of such city, town or village, such corporation shall be liable to the person aggrieved for all damages done the person or property by such train, locomotive engine or car; and the same shall be presumed to have been done by the negligence of said corporation or their agents; and in addition to such penalties as may be provided by such city, town or village, the person aggrieved by the violation of any of the provisions of this section, shall have an action against such corporation, so violating any of the provisions to recover a penalty of not less than one hundred dollars (\$100), nor more than two hundred dollars (\$200), to be recovered in any court of competent jurisdiction: said action to be an action of debt, in the name of the People of the State of Illinois, for the use of the person aggrieved; but the court or jury trying the case may reduce said penalty to any sum, not less, however, than fifty dollars (\$50), where the offense committed by such violation may appear not to be malicious or willful: *Provided*, that no such ordinance shall limit the rate of speed, in case of passenger trains to less than ten miles per hour, nor in any other case to less than six miles per hour. [As amended by act approved May 21, 1877. In force July 1, 1877. L. 1877, p. 165; L. 1865, p. 103, § 1, 2.\*

**88. TIME OF STOP AT STATIONS.]** § 25. Every railroad corporation shall cause its passenger trains to stop upon its arrival at each station, advertised by such corporation as a place for receiving and discharging passengers, upon and from such trains, a sufficient length of time to receive and let off such passengers with safety: *Provided*, all regular passenger trains shall stop a sufficient length of time at the railroad station of county seats, to receive and let off passengers with safety. [As amended by act approved May 29, 1879. In force July 1, 1879. L. 1879, p. 225.

**89. BRAKEMAN, ETC., ON PASSENGER CARS.]** § 26. No railroad corporation shall run or permit to be run upon its railroad any train of cars moved by steam power, for the transportation of passengers, unless there is placed upon the train one trusty and skillful brakeman for every two cars in the train, or unless the brakes are efficiently operated by power applied from the locomotive.

**90. BRAKEMAN ON FREIGHT CARS.]** § 27. No railroad corporation shall run or permit to be run upon its railroad any train of cars, for the transportation of merchandise or other freight, without a good and sufficient brake attached to the rear or hindmost car of the train, and a trusty and skillful brakeman stationed upon said car, unless the brakes are efficiently operated by power applied from the locomotive.

**91. DAMAGES—PENALTY.]** § 28. If any railroad corporation shall violate any of the provisions of the three preceding sections, it shall be liable to the person aggrieved for all damages done to person or property by reason thereof, with costs of suit; and in addition thereto, said corporation shall forfeit the sum of not less than \$100 nor more than \$500, for each

\*NOTE—The act amending this section contains the following: § 2. All acts or parts of acts in conflict with this act are hereby repealed.

offense, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.

**92. CHECKS OR RECEIPTS FOR BAGGAGE.]** § 29. Every railroad corporation, when requested, shall give checks or receipts to passengers for their ordinary baggage, when delivered for transportation on any passenger train, which baggage shall, in no case, exceed one hundred pounds in weight for each passenger, and shall deliver such baggage to any passenger upon the surrender of such checks or receipts. Any such corporation willfully refusing to comply with the requirements of this section, shall pay a fine of not less than \$10 nor more \$100, which may be recovered before any court of competent jurisdiction, in an action of debt in the name of the People of the State of Illinois, for the use of the person aggrieved: *Provided*, that no passenger shall be entitled to receive checks or receipts for any baggage unless he shall have paid or tendered the lawful rate of fare for his transportation to the proper agent for such corporation.

**93. BAGGAGE SMASHING.]** § 30. Any person employed by a railroad corporation in this State, who shall willfully, carelessly or negligently break, injure or destroy any baggage, shall be liable for the amount of damage to the owner thereof, and may be arrested, and, on conviction before a justice of the peace, be fined in any sum not exceeding \$200, and held in custody or confined in the county jail until such fine shall be paid: *Provided*, that the remedy hereby given against such employé shall not lessen the liability of such corporation. [See "Criminal Code," ch. 38, § 193.

**94. PUTTING OFF PASSENGER.]** § 31. If any passenger on any railroad car or train shall refuse, upon reasonable demand, to pay his lawful fare—or shall, upon such car or train, use abusive, threatening, vulgar, obscene, or profane language thereon—or shall so conduct himself as to make his presence offensive or unsafe to passengers thereon, it shall be lawful for the conductor of the train to remove, or cause to be removed, such passenger from the train; but if such conductor shall use, or cause or permit to be used unreasonable force or violence, he shall be liable for all damages to the person injured thereby: *Provided*, that the recovery and satisfaction of damages, under the provisions of this section, shall not lessen the liability of, or the amount of the damages that such corporation may be liable to, for such acts. [As amended by act approved June 3, 1889. In force July 1, 1889. L. 1889, p. 224.

**95. BADGE.]** § 32. Every conductor, baggage-master, brakeman, or other servant of any railroad corporation in this State, employed on a passenger train, or about the passenger depots, shall wear upon his hat or cap a badge which shall indicate his office. No conductor without such badge shall demand, or be entitled to receive from any passenger, any fare, toll or ticket, or exercise any of the powers of his office; and neither shall any other of said officers or servants, without such badge, be authorized to meddle or interfere with any passenger, his baggage or property.

**96. COMMON LAW LIABILITY NOT TO BE LIMITED.]** § 33. That whenever any property is received by any railroad corporation to be transported from one place to another, within or without this State, it shall not be lawful for such corporation to limit its common law liability safely to deliver such property at the place to which the same is to be transported, by any stipulation or limitation expressed in the receipt given for the safe delivery of such property.

**97. TO FURNISH AX, SAW, SLEDGE, ETC., FOR EACH CAR.]** § 34. That every railroad corporation shall furnish each car used for the transportation of passengers with one woodman's ax, one hand saw, one sledge hammer and two leather buckets: said articles to be kept in good repair, ready for instant use, and in some convenient place in such car, easy of access in case of collision or other accident.

**98. COUPLINGS.]** § 34½. It shall be the duty of all railroad corporations operating any railroad in this State, to provide such of their passenger cars as are used in trains with some suitable automatic coupling, or other coupling which will secure personal safety, within one year from the time this law goes into effect, and any company refusing or neglecting to provide such automatic coupling, or other couplings which will secure personal safety, for each passenger car so used in trains, shall be liable to a fine of not less than \$25 nor more than \$50.

**99. FLAGMEN—SHELTER.]** § 35. In all cases where the public authorities having charge of any street over which there shall be a railroad crossing, shall notify any agent of the corporation owning, using or operating such railroad, that a flagman is necessary at such crossing, it shall be the duty of such railroad company, within sixty days thereafter, to place and retain a flagman at such crossing, who shall perform the duties usually required of flagmen; and such flagman is hereby empowered to stop any and all persons from crossing a railroad track, when in his opinion, there is danger from approaching trains or locomotive engines; and any railroad company refusing or neglecting to place flagmen, as required by this section, shall be liable to a fine of \$100 per day for every day they shall neglect or refuse to do so; and it is hereby made the duty of such public authorities having charge of such street, to enforce the payment of such fine, by suit, in the name of the town or municipal corporation wherein such crossing shall be situate, before any court of competent jurisdiction in the county, and the prosecuting attorney shall attend to the prosecution of all suits as directed by said public authorities. All the moneys collected under the provisions of this act shall be paid into the treasury of the town or municipal corporation in whose name such suits shall have been brought: *Provided*, that when any railroad company is required to keep a flagman at a crossing, it shall have the right to erect and maintain in the highway or street crossed a suitable house for the shelter of such flagman, the same to be so located as to create the least obstruction to the use of such street or highway, and afford the best view of the railroad track in each direction from such crossing. [L. 1869, p. 314, § 8.

**100. PENALTIES.]** § 36. If any railroad corporation, or any of its agents, servants or employes shall violate any of the provisions of this act, such corporation, agent, servant or employé shall, severally, unless otherwise herein provided, be liable to a fine of not less than \$10 nor more than \$200, to be recovered in an action of debt, in the name of the People of the State of Illinois, for the use of any person aggrieved, before any court of competent jurisdiction.

**101. CORPORATION DEFINED.]** § 37. The word "corporation," as used in this act, shall be construed to include all companies, lessees, contractors, persons, or association of persons, owning, operating or using any railroads in this State.

**102. STREET RAILROADS.]** § 38. This act shall not apply to horse cars or street railroads.

AN ACT relating to fires caused by locomotives. [Approved and in force March 29, 1869. L. 1869, p. 312.]

**103. FIRES BY LOCOMOTIVES.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That in all actions against any person or incorporated company for the recovery of damages on account of any injury to any property, whether real or personal, occasioned by fire communicated by any locomotive engine while upon or passing along any railroad in this State, the fact that such fire was so communicated shall be taken as full *prima facie* evidence to charge with negligence the corporation, or person or persons who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owners, lessees or mortgagees, and also those who shall at such time have the care and management of such engine; and it shall not, in any case, be considered as negligence on the part of the owner or occupant of the property injured, that he has used the same in the manner, or per-

mitted the same to be used or remain in the condition it would have been used or remained had no railroad passed through or near the property so injured, except in cases of injury to personal property which shall be at the time upon the property occupied by such railroad. This act shall not apply to injuries already committed.

**104. ACT TAKES EFFECT.]** § 2. This act shall take effect and be in force from and after its passage.

AN ACT to amend an act entitled "An act for the protection of passengers on railroads," approved May 14, 1877. In force July 1, 1877. [Approved May 29, 1879. In force July 1, 1879. L. 1879, p. 223; Legal News Ed., p. 171.]

**SECTION 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That an act entitled "An act for the protection of passengers on railroads," approved May 14, 1877, in force July 1, 1877, be amended so as to read as follows: An act for the protection of passengers on railroads and steamboats."

**105. CONDUCTORS INVESTED WITH POLICE POWERS.]** § 2. That the conductors of all railroad trains, and captain or master of any steamboat carrying passengers within the jurisdiction of this State, shall be invested with police powers while on duty on their respective trains and boats.

**106. EJECTION OF PASSENGER FROM TRAIN.]** § 3. When any passenger shall be guilty of disorderly conduct, or use any obscene language, to the annoyance and vexation of passengers, or play any games of cards, or other games of chance for money or other valuable thing, upon any railroad train or steamboat, the conductor of such train and captain or master of such steamboat is hereby authorized to stop his train or steamboat, at any place where such offense has been committed and eject such passenger from the train or boat using only such force as may be necessary to accomplish such removal, and may command the assistance of the employés of the railroad company or steamboat, or any of the passengers to assist in such removal: but before doing so he shall tender to such passenger such proportion of the fare he has paid as the distance he then is from the place to which he has paid his fare, bears to the whole distance for which he has paid his fare.

**107. WHEN PASSENGER MAY BE ARRESTED.]** § 4. When any passenger shall be guilty of any crime or misdemeanor upon any train, or steamboat, the conductor, captain or master, or employés of such train, or boat, may arrest such passenger and take him before any justice of the peace, in any county through which such boat or train may pass, or in which its trip may begin or terminate, and file an affidavit before such justice of the peace, charging him with such crime or misdemeanor.

AN ACT to prohibit any person from obstructing the regular operation and conduct of the business of railroad companies or other corporations, firms or individuals. [Approved June 2, 1877. In force July 1, 1877. L. 1877, p. 167; Legal News Ed., p. 155.]

**108. ENGINEER NOT TO ABANDON ENGINE.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* If any locomotive engineer in furtherance of any combination or agreement, shall willfully and maliciously abandon his locomotive upon any railroad at any other point than the regular schedule destination of such locomotive, he shall be fined not less than twenty dollars, nor more than one hundred dollars, and confined in the county jail, not less than twenty days, nor more than ninety days.

**109. PERSONS OBSTRUCTING BUSINESS OF RAILROAD—FINE.]** § 2. If any person or persons shall willfully and maliciously, by any act or by means of intimidation, impede or obstruct, except by due process of law, the regular operation and conduct of the business of any railroad company or other corporation, firm or individual in this State, or of the regular running of any locomotive engine, freight or passenger train of any such company, or the labor and business of any such corporation, firm or individual he or they shall, on conviction thereof, be punished by a fine

not less than twenty dollars, (\$20.00) nor more than two hundred dollars (\$200.00), and confined in the county jail not less than twenty nor more than ninety days.

**110. CONSPIRACY TO IMPEDE BUSINESS.]** § 3. If two or more persons shall willfully and maliciously combine or conspire together to obstruct or impede by any act, or by means of intimidation, the regular operation and conduct of the business of any railroad company or any other corporation, firm or individual in this State, or to impede hinder or obstruct, except by due process of law, the regular running of any locomotive engine, freight or passenger train on any railroad, or the labor or business of any such corporation, firm or individual, such persons shall, on conviction thereof, be punished by fine not less than twenty dollars (\$20.00) nor more than two hundred dollars (\$200.00), and confined in the county jail not less than twenty days, nor more than ninety days.

**111. CONSTRUCTION OF ACT.]** § 4. This act, shall not be construed to apply to cases of persons voluntarily quitting the employment of any railroad company or such other corporation, firm or individual, whether by concert of action or otherwise, e[x]cept as is provided in section one (1) of this act.

**AN ACT** to prevent frauds upon travelers and owner or owners of any railroad, steamboat or other conveyance for the transportation of passengers. [Approved April 19, 1875. In force July 1, 1875. L. 1875, p. 81; Legal News Ed., p. 101]

**112. OWNER TO FURNISH AGENT CERTIFICATE OF AUTHORITY TO SELL TICKETS.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That it shall be the duty of owner or owners of any railroad or steamboat for the transportation of passengers, to provide each agent, who may be authorized to sell tickets, or other certificates entitling the holder to travel upon any railroad or steamboat, with a certificate setting forth the authority of such agent to make such sales; which certificate shall be duly attested by the corporate seal of the owner of such railroad or steamboat.

**113. NOT LAWFUL FOR PERSON NOT HAVING SUCH AUTHORITY TO SELL TICKETS.]** § 2. That it shall not be lawful for any person not possessed of such authority, so evidenced, to sell, barter, or transfer, for any consideration whatever, the whole or any part of any ticket or tickets, passes, or other evidences of the holder's title to travel on any railroad or steamboat, whether the same be situated, operated or owned within or without the limits of this State.

**114. PENALTY FOR VIOLATING ACT.]** § 3. That any person or persons violating the provisions of the second section of this act shall be deemed guilty of misdemeanor, and shall be liable to be punished by a fine not exceeding five hundred dollars, and by imprisonment not exceeding one year, or either, or both, in the discretion of the court in which such person or persons shall be convicted.

**115. AGENT TO EXHIBIT CERTIFICATE ON REQUEST.]** § 4. That it shall be the duty of every agent who shall be authorized to sell tickets, or parts of tickets or other evidences of the holder's title to travel, to exhibit to any person desiring to purchase a ticket, or to any officer of the law who may request him, the certificate of his authority thus to sell, and to keep said certificate posted in a conspicuous place in his office for the information of travelers.

**116. DUTY OF OWNER TO PROVIDE FOR REDEMPTION OF TICKETS.]** § 5. That it shall be the duty of the owner or owners of railroad or steamboat, by their agents or managers, to provide for the redemption of the whole, or any parts or coupons of any ticket or tickets, as they may have sold, as the purchaser, for any reason, has not used, and does not desire to use, at a rate which shall be equal to the difference between the price paid for the whole ticket and the cost of a ticket between the points for which the proportion of said ticket was actually used; and the sale by any person of the unused portion of any ticket otherwise than by the presentation of the same for redemption, as provided for in this section, shall

be deemed to be a violation of the provisions of this act, and shall be punished as is hereinbefore provided: *Provided*, that this act shall not prohibit any person who has purchased a ticket from any agent authorized by this act, with the *bona fide* intention of traveling upon the same, from selling any part of the same to any other person.

**117. PENALTY FOR FAILURE TO REDEEM TICKETS.]** § 6. Any railroad or steamboat company that shall, by any of its agents in this State, refuse to redeem any of its tickets or parts of tickets as prescribed in section five of this act, shall pay a fine of five hundred dollars for each offense, to the People of the State of Illinois, and it shall be unlawful for said company, subsequent to such refusal, to sell any ticket or tickets in this State until such fine is paid.

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## RECEIVING, CARRYING AND DELIVERING GRAIN.

AN ACT regulating the receiving, transportation and delivery of grain by railroad corporations, and defining the duties of such corporations with respect thereto. [Approved April 25, 1871. In force July 1, 1871. L. 1871, p. 636.]

**118. RECEIVE AND CARRY GRAIN WITHOUT DISTINCTION.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That every railroad corporation, chartered by or organized under the laws of this State or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain in bulk, within a reasonable time, and load the same either upon its track, at its depot, or in any warehouse adjoining its track or side track, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned.

**WEIGHING IN—RECEIPT.]** And at the time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt or bill of lading for such grain, in which shall be stated the true and correct weight.

**WEIGHING OUT—SHRINKAGE.]** And such corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same.

**DAMAGES.]** In default of such delivery, the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

**EVIDENCE—SHORTAGE.]** If any such corporation shall, upon the receipt by it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain so shipped, shall be taken as true, as to the amount so shipped; and in case of the neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same, as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent having personal knowledge of the weight thereof, shall be taken as true, as to the amount delivered. And if, by such statements, it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value of such shortage, at the time and place when and where the same should have been delivered. [See § 70.]

**119. SCALES—WEIGHING—PENALTIES.]** § 2. At all stations or places from which the shipments of grain by the road of such corporation shall have amounted during the previous year to fifty thousand (50,000) bushels or more, such corporation shall, when required so to do by the persons who are the shippers of the major part of said fifty thousand bushels of grain, erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales, of proper structure and capacity for the weighing of grain by car load in their cars after the same shall have been loaded. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales when required to do so as aforesaid, or shall neglect or refuse to weigh in the manner aforesaid any grain shipped in bulk from any station or place, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain shipped, shall be taken as true as to the amount so shipped. In case any railroad corporation shall neglect or refuse to comply with any of the requirements of section first, second and fifth of this act, it shall, in addition to the penalties therein provided, forfeit and pay for every such offense and for each and every day such refusal or neglect is continued the sum of one hundred dollars (\$100), to be recovered in an action of debt before any justice of the peace, in the name of the People of the State of Illinois, such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution, including such reasonable attorney's fees as may be assessed by the justice before whom the case may be tried. [As amended by act approved May 18, 1877. In force July 1, 1877. L. 1877, p. 168.\*]

**120. DELIVERY—PENALTY.]** § 3. Every railroad corporation which shall receive any grain in bulk for transportation to any place within the State, shall transport and deliver the same to any consignee, elevator, warehouse, or place to whom or to which it may be consigned or directed: *Provided*, such person, warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation; and every such corporation shall permit connections to be made and maintained with its track to and from any and all public warehouses where grain is or may be stored. Any such corporation neglecting or refusing to comply with the requirements of this section, shall be liable to all persons injured thereby for all damages which they may sustain on that account, whether such damages result from any depreciation in the value of such property by such neglect or refusal to deliver such grain as directed, or in loss to the proprietor or manager of any public warehouse to which it is directed to be delivered, and costs of suit, including such reasonable attorney's fees as shall be taxed by the court. And in case of any second or later refusal of such railroad corporation to comply with the requirements of this section, such corporation shall be by the court, in the action on which such failure or refusal shall be found, adjudged to pay, for the use of the People of this State, a sum of not less than \$1,000, nor more than \$5,000, for each and every such failure or refusal, and this may be a part of the judgment of the court in any second or later proceeding against such corporation. In case any railroad corporation shall be found guilty of having violated, failed, or omitted to observe and comply with the requirements of this section, or any part thereof, three or more times, it shall be lawful for any person interested to apply to a Court of Chancery, and obtain the appointment of a receiver to take charge of and manage such railroad corporation until all damages, penalties, costs and expenses adjudged against such corporation for any and every violation shall, together with interest, be fully satisfied.

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\* NOTE.—The act amending this section contains the following:

§ 2. All parts of said section in conflict with section one of this act are hereby repealed.

**121. RIGHT TO CHANGE CONSIGNMENT.]** § 4. All consignments of grain to any elevator or public warehouse shall be held to be temporary, and subject to change by the consignee or consignor at any time previous to the actual unloading of such property from the cars in which it is transported. Notice of any change in consignment may be served by the consignee on any agent of the railroad corporation having the property in possession who may be in charge of the business of such corporation at the point where such property is to be delivered; and if, after such notice, and while the same remains uncanceled, such property is delivered in any way different from such altered or changed consignment, such railroad corporation shall, at the election of the consignee or person entitled to control such property, be deemed to have illegally appropriated such property to its own use, and shall be liable to pay the owner or consignee of such property double the value of the property so appropriated; and no extra charge shall be permitted by the corporation having the custody of such property, in consequence of such change of consignment.

**122. RECEIVING ON TRACK—RIGHTS OF OWNERS SAVED.]** § 5. Any consignee or person entitled to receive the delivery of grain transported in bulk by any railroad, shall have twenty-four hours, free of expense, after actual notice of arrival by the corporation to the consignee, in which to remove the same from the cars of such railroad corporation, if he shall desire to receive it from the cars on the track: which twenty-four hours shall be held to embrace such time as the car containing such property is placed and kept by such corporation in a convenient and proper place for unloading. And it shall not be held to have been placed in a proper place for unloading, unless it can be reached by the consignee, or person entitled to receive it, with teams or other suitable means for removing the property from the car, and reasonably convenient to the depot of such railroad corporation at which it is accustomed to receive and unload merchandise consigned to that station or place. Nothing herein contained, however, shall be held to authorize the changing of any consignment of grain, except as to the place at which it is to be delivered or unloaded, nor shall such change of consignment, in any degree, affect the ownership or control of property in any other way.

**123. RECEIPT AND DELIVERY AT CROSSINGS, ETC.]** § 6. Every railroad corporation organized or doing business under the laws of this State, or authority thereof, shall receive and deliver all grain consigned to its care for transportation at the crossings and junctions of all other railroads, canals, and navigable rivers. Any violation of this section shall render any such railroad corporation subject to the same penalty as contained in section 3 of this act.

[§ 7, repeal omitted. See "Statutes," ch. 131, § 5.]

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## EXTORTION AND UNJUST DISCRIMINATION.

**AN ACT** to prevent extortion and unjust discrimination in the rates charged for the transportation of passengers and freights on railroads in this State and to punish the same, and prescribe a mode of procedure and rules of evidence in relation thereto, and to repeal an act entitled "An act to prevent unjust discriminations and extortions in the rates to be charged by the different railroads in this State for the transportation of freights on said roads," approved April 7, A. D. 1871. [Approved May 2, 1873. In force July 1, 1873.]

**124. EXTORTION.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* If any railroad corporation, organized or doing business in this State under any act of incorporation, or general law of this State, now in force or which may hereafter be enacted, or any railroad corporation organized or which may hereafter be organized under the laws of any other State, and doing business in this State, shall charge, collect, demand or receive more than a fair and reasonable rate of toll or



compensation, for the transportation of passengers or freight, of any description, or for the use and transportation of any railroad car upon its track, or any of the branches thereof or upon any railroad within this State which it has the right, license or permission to use, operate or control, the same shall be deemed guilty of extortion, and upon conviction thereof shall be dealt with as hereinafter provided. [See Const., art. 11, § 15.

**125. UNJUST DISCRIMINATION.]** § 2. If any such railroad corporation aforesaid shall make any unjust discrimination in its rates or charges of toll or compensation for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its said road, or upon any of the branches thereof, or upon any railroads connected therewith, which it has the right, license or permission to operate, control or use, within this State, the same shall be deemed guilty of having violated the provisions of this act, and upon conviction thereof shall be dealt with as hereinafter provided. [See Const., article 11, § 15. C., B. & Q. R. R. Co. v. The People, 77 Ill., 443; C. & A. R. R. Co. v. C., V. & W. Coal Co., 79 Ill., 121; C., B. & Q. R. R. Co. v. Cutts et al., 9 Legal News, 200; Winona & St. Peter R. R. Co. v. Blake et al., 9 Legal News, 212; McDuffee v. Portland & Rochester R. R. Co., 6 Legal News, 10; C. & N. W. Ry. C. v. Fuller, 6 Legal News, 133.

**126. EVIDENCE.]** § 3. If any such railroad corporation shall charge, collect or receive, for the transportation of any passenger, or freight of any description, upon its railroad, for any distance, within this State, the same, or a greater amount of toll or compensation than is at the same time charged, collected or received for the transportation, in the same direction, of any passenger, or like quantity of freight of the same class, over a greater distance of the same railroad; or if it shall charge, collect or receive, at any point upon its railroad, a higher rate of toll or compensation for receiving, handling or delivering freight of the same class and quantity, then it shall, at the same time, charge, collect or receive at any other point upon the same railroad; or if it shall charge, collect or receive for the transportation of any passenger, or freight of any description, over its railroad, a greater amount as toll or compensation than shall, at the same time, be charged, collected or received by it for the transportation of any passenger, or like quantity of freight of the same class, being transported in the same direction, over any portion of the same railroad, of equal distance; or if it shall charge, collect or receive from any person or persons, a higher or greater amount of toll or compensation than it shall, at the same time, charge, collect, or receive from any other person or persons for receiving, handling or delivering freight of the same class and like quantity, at the same point upon its railroad; or if it shall charge, collect or receive from any person or persons, for the transportation of any freight upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the transportation of the like quantity of freight of the same class, being transported from the same point, in the same direction, over equal distances of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, for any distance, the same or a greater amount of toll or compensation than it at the same time charged, collected or received from any other person or persons, for the use and transportation of any railroad car of the same class or number, for a like purpose, being transported in the same direction, over a greater distance of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the use and transportation of any railroad car or cars of the same class or number, for a like purpose, being transported from the same point, in the same direction, over an equal distance of the same railroad: all such discriminating rates, charges, collections or receipts, whether made directly, or by means of any rebate, drawback, or other shift or evasion, shall be deemed and taken, against such railroad corporation, as *prima facie* evidence of the unjust discriminations

prohibited by the provisions of this act; and it shall not be deemed a sufficient excuse or justification of such discriminations on the part of such railroad corporation, that the railway station or point at which it shall charge, collect or receive the same or less rates of toll or compensation, for the transportation of such passenger or freight, or for the use and transportation of such railroad car the greater distance, than for the shorter distance, is a railway station or point at which there exists competition with any other railroad or means of transportation. This section shall not be construed so as to exclude other evidence tending to show any unjust discrimination in freight and passenger rates. The provisions of this section shall extend and apply to any railroad, the branches thereof, and any road or roads which any railroad corporation has the right, license or permission to use, operate or control, wholly or in part within this State: *Provided, however*, that nothing herein contained shall be so construed as to prevent railroad corporations from issuing commutation, excursion or thousand-mile tickets, as the same are now issued by such corporations.

**127. PENALTIES.]** § 4. Any such railroad corporation guilty of extortion, or of making any unjust discrimination as to passenger or freight rates, or the rates for the use and transportation of railroad cars, or in receiving, handling or delivering freights, shall upon conviction thereof, be fined in any sum not less than one thousand dollars (\$1,000), nor more than five thousand dollars (\$5,000), for the first offense; and for the second offense not less than five thousand dollars (\$5,000), nor more than ten thousand dollars (\$10,000), and for the third offense not less than ten thousand dollars (\$10,000), nor more than twenty thousand dollars (\$20,000); and for every subsequent offense and conviction thereof, shall be liable to a fine of twenty-five thousand dollars (\$25,000); *Provided*, that in all cases under this act either party shall have the right of trial by jury. [See "Quo Warranto," ch. 112, § 1, 6.

**128. PROCEEDINGS TO RECOVER FINES.]** § 5. The fines hereinbefore provided for may be recovered in an action of debt, in the name of the People of the State of Illinois, and there may be several counts joined in the same declaration as to extortion and unjust discrimination, and as to passenger and freight rates, and rates for the use of transportation of railroad cars, and for receiving, handling or delivering freights. If, upon the trial of any cause instituted under this act, the jury shall find for the people, they shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than one thousand dollars (\$1,000) nor more than five thousand dollars (\$5,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been once before convicted of a violation of the provisions of this act, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than five thousand dollars (\$5,000) nor more than ten thousand dollars (\$10,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been twice before convicted of a violation of the provisions of this act, with respect to extortion or unjust discrimination, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than ten thousand dollars (\$10,000) nor more than twenty thousand dollars (\$20,000); and in like manner, for every subsequent offense and conviction, such defendant shall be liable to a fine of twenty-five thousand dollars (\$25,000); *Provided*, that in all cases under the provisions of this act, a preponderance of evidence in favor of the people shall be sufficient to authorize a verdict and judgment for the people.

**129. DAMAGES.]** § 6. If any such railroad corporation shall, in violation of any of the provisions of this act, ask, demand, charge or receive of any person or corporation any extortionate charge or charges for the transportation of any passengers, goods, merchandise or property, or for receiving, handling or delivering freights, or shall make any unjust dis-

crimination against any person or corporation in its charge; therefor, the person or corporation so offended against may, for each offense, recover of such railroad corporation, in any form of action, three times the amount of the damages sustained by the party aggrieved, together with cost of suit and a reasonable attorney's fee, to be fixed by the court where the same is heard, on appeal or otherwise, and taxed as a part of the costs of the case.

**130. DUTIES OF RAILROAD AND WAREHOUSE COMMISSIONERS.]** § 7. It shall be the duty of the Railroad and Warehouse Commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this State, and to visit the various stations upon the line of each railroad for that purpose, as often as practicable; and whenever the facts, in any manner ascertained by said commissioners, shall in their judgment warrant such prosecution, it shall be the duty of said commissioners to immediately cause suits to be commenced and prosecuted against any railroad corporation which may violate the provisions of this act. Such suits and prosecutions may be instituted in any county in this State through or into which the line of the railroad corporation sued for violating this act may extend. And such Railroad and Warehouse Commissioners are hereby authorized, when the facts of the case presented to them shall, in their judgment, warrant the commencement of such action, to employ counsel to assist the Attorney-General in conducting such suit on behalf of the State. No such suits commenced by said commissioners shall be dismissed, except said Railroad and Warehouse Commissioners and the Attorney-General shall consent thereto.

**131. SCHEDULES.** § 8. The Railroad and Warehouse Commissioners are hereby directed to make, for each of the railroad corporations doing business in this State, as soon as practicable, a schedule of reasonable maximum rates of charges for the transportation of passengers and freights, and cars of each of said railroads; and said schedule shall in all suits brought against such railroad corporations wherein is, in any way involved the charges of any such railroad corporation for the transportation of any passenger or freight, or cars, or unjust discrimination in relation thereto, be deemed and taken in all courts of this State as *prima facie* evidence that the rates therein fixed, are reasonable maximum rates of charges for the transportation of passengers and freights, and cars upon the railroads for which said schedules may have been respectively prepared. Said commissioners shall, from time to time, as often as circumstances may require, change and revise said schedules. When any schedule shall have been made or revised, as aforesaid, it shall be the duty of said commissioners to have the same printed by the State printer under the contract governing the State printing, and said commissioners shall furnish two copies of such printed schedule to the president, general superintendent or receiver of each railroad company or corporation doing business in this State. All such schedules heretofore or hereafter made shall be received and held in all such suits as *prima facie* the schedules of said commissioners, without further proof than the production of the schedule desired to be used as evidence, with a certificate of the Railroad and Warehouse Commissioners that the same is a true copy of a schedule prepared by them for the railroad company or corporation therein named. [As amended by act approved June 30, 1885. In force July 1, 1885. L. 1885.]

**132. EVIDENCE—FINES—PRACTICE.]** § 10. In all cases under the provisions of this act, the rules of evidence shall be the same as in other civil actions, except as hereinbefore otherwise provided. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person collecting the same, in the manner now provided by law, to be used for county purposes. The remedies hereby given shall be regarded as cumulative to the remedies now given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies. Suits commenced under the provisions of this act shall have precedence over all other business, except criminal business.

**133. "RAILROAD CORPORATION" DEFINED.]** § 11. The term "railroad corporation," contained in this act, shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate any railroad, in whole or in part, in this State; and the provisions of this act shall apply to all persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railways in this State (street railways excepted) the same as to railroad corporations hereinbefore mentioned.

[§ 12, repeal, omitted. See "Statutes," ch. 131, § 5.]

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## WAREHOUSES.

**AN ACT to regulate public warehouses, and the warehousing and inspection of grain, and to give effect to article thirteen of the Constitution of this State.** [Approved April 25, 1871. In force July 1, 1871. L. 1871-2, p. 762.]

**134. CLASSIFIED.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That public warehouses, as defined in Article 13 of the Constitution of this State, shall be divided into three classes, to be designated as classes A, B and C, respectively.

**135. CLASSES DEFINED.]** § 2. Public warehouses of class A shall embrace all warehouses, elevators and granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved, such warehouses, elevators or granaries being located in cities having not less than 100,000 inhabitants. Public warehouses of class B shall embrace all other warehouses, elevators or granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together. Public warehouses of class C shall embrace all other warehouses or places where property of any kind is stored for a consideration.

**136. LICENSE.]** § 3. The proprietor, lessee or manager of any public warehouse of class A shall be required, before transacting any business in such warehouse, to procure from the Circuit Court of the county in which such warehouse is situated, a license, permitting such proprietor, lessee or manager to transact business as a public warehouseman under the laws of this State, which license shall be issued by the clerk of said court upon a written application, which shall set forth the location and name of such warehouse, and the individual name of each person interested as owner or principal in the management of the same; or, if the warehouse be owned or managed by a corporation, the names of the president, secretary and treasurer of such corporation shall be stated; and the said license shall give authority to carry on and conduct the business of a public warehouse of class A in accordance with the laws of this State, and shall be revocable by said court upon a summary proceeding before the court, upon complaint of any person in writing, setting forth the particular violation of law, and upon satisfactory proof, to be taken in such manner as may be directed by the court. [See § 162. *Munn et al. v. The People*, 6 Legal News, 165 and 173, and 9 Ib., 199.]

**137. BOND.]** § 4. The person receiving a license as herein provided, shall file with the clerk of the court granting the same, a bond to the People of the State of Illinois, with good and sufficient surety, to be approved by said court, in the penal sum of \$10,000, conditioned for the faithful performance of his duty as a public warehouseman of class A, and his full and unreserved compliance with all laws of this State in relation thereto.

**138. PENALTY FOR DOING BUSINESS WITHOUT LICENSE.]** § 5. Any person who shall transact the business of a public warehouse of class A

without first procuring a license as herein provided, or who shall continue to transact any such business after such license has been revoked (save only that he may be permitted to deliver property previously stored in such warehouse), shall, on conviction, be fined in a sum not less than \$100 nor more than \$500 for each and every day such business is so carried on; and the court may refuse to renew any license, or grant a new one, to any of the persons whose license has been revoked, within one year from the time the same was revoked.

**139. NOT TO DISCRIMINATE—NOT TO MIX GRADE—RECEIPTS.]** § 6. It shall be the duty of every warehouseman of class A to receive for storage any grain that may be tendered to him in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons desiring to avail themselves of warehouse facilities—such grain, in all cases, to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade, received at the same time, as near as may be. In no case shall grain of different grades be mixed together while in store; but, if the owner or consignee so requests, and the warehouseman consents thereto, his grain of the same grade may be kept in a bin by itself, apart from that of the owners; which bin shall, thereupon, be marked and known as a "separate bin." If a warehouse receipt be issued for grain so kept separate, it shall state, on its face, that it is in a separate bin, and shall state the number of such bin; and no grain shall be delivered from such warehouses unless it be inspected on the delivery thereof by a duly authorized inspector of grain. Nothing in this section shall be so construed as to require the receipt of grain into any warehouse in which there is not sufficient room to accommodate or store it properly, or in cases where such warehouse is necessarily closed. [See § 135.

**140. MANNER OF ISSUING RECEIPTS.]** § 7. Upon application of the owner or consignee of grain stored in a public warehouse of class A, the same being accompanied with evidence that all transportation or other charges which may be a lien upon such grain, including charges for inspection, have been paid, the warehouseman shall issue to the person entitled thereto, a warehouse receipt therefor, subject to the order of the owner or consignee, which receipt shall bear date corresponding with the receipt of grain into store, and shall state upon its face the quantity and inspected grade of the grain, and that the grain mentioned in it has been received into store, to be stored with grain of the same grade by inspection, received at about the date of the receipt, and that it is deliverable upon the return of the receipt, properly indorsed by the person to whose order it was issued, and the payment of proper charges for storage. All warehouse receipts for grain, issued from the same warehouse, shall be consecutively numbered; and no two receipts, bearing the same number, shall be issued from the same warehouse during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original, and shall be plainly marked on its face "duplicate." If the grain was received from railroad cars, the number of each car shall be stated upon the receipt, with the amount it contained; if from canal boat or other vessel, the name of such craft; if from teams or by other means, the manner of its receipt shall be stated on its face.

**141. CANCELLING RECEIPTS.]** § 8. Upon the delivery of grain from store, upon any receipt, such receipt shall be plainly marked across its face with the word "cancelled," with the name of the person cancelling the same, and shall thereafter be void, and shall not again be put in circulation, nor shall grain be delivered twice upon the same receipt.

**142. FURTHER OF ISSUING AND CANCELLING RECEIPTS.]** § 9. No warehouse receipt shall be issued, except upon the actual delivery of grain into store, in the warehouse from which it purports to be issued, and which is to be represented by the receipt; nor shall any receipt be issued for a greater quantity of grain than was contained in the lot or parcel stated to have been received; nor shall more than one receipt be issued

for the same lot of grain, except in cases where receipts for a part of a lot are desired, and then the aggregate receipts for a particular lot shall cover that lot and no more. In cases where a part of the grain represented by the receipt is delivered out of store and the remainder is left, a new receipt may be issued for such remainder: but such new receipt shall bear the same date as the original, and shall state on its face that it is balance of receipt of the original number: and the receipt upon which a part has been delivered shall be cancelled in the same manner as if it had all been delivered. In case it be desirable to divide one receipt into two or more, or in case it be desirable to consolidate two or more receipts into one, and the warehouseman consent thereto, the original receipt shall be cancelled the same as if the grain had been delivered from store: and the new receipts shall express on their face that they are parts of other receipts, or a consolidation of other receipts, as the case may be: and the numbers of the original receipts shall also appear upon the new ones issued, as explanatory of the change, but no consolidation of receipts of dates differing more than ten days shall be permitted, and all new receipts issued for old ones cancelled, as herein provided, shall bear the same dates as those originally issued, as near as may be.

**143. NOT TO LIMIT LIABILITY.]** § 10. No warehouseman in this State shall insert in any receipt issued by him any language in anywise limiting or modifying his liabilities or responsibility, as imposed by the laws of this State.

**144. DELIVERY OF PROPERTY.]** § 11. On the return of any warehouse receipt issued by him, properly indorsed, and the tender of all proper charges upon the property represented by it, such property shall be immediately deliverable to the holder of such receipt, and it shall not be subject to any further charges for storage, after demand for such delivery shall have been made. Unless the property represented by such receipt shall be delivered within two business hours after such demand shall have been made, the warehouseman in default shall be liable to the owner of such receipt for damages for such default, in the sum of one cent per bushel, and, in addition thereto, one cent per bushel for each and every day of such neglect or refusal to deliver: *Provided*, no warehouseman shall be held to be in default in delivering if the property is delivered in the order demanded, and as rapidly as due diligence, care and prudence will justify. [See § 135.]

**145. POSTING GRAIN IN STORE—STATEMENT TO REGISTRAR—DAILY PUBLICATION—CANCELLED RECEIPTS.]** § 12. The warehouseman of every public warehouse of class A shall, on or before Tuesday morning of each week, cause to be made out, and shall keep posted up in the business office of his warehouse, in a conspicuous place, a statement of the amount of each kind and grade of grain in store in his warehouse at the close of business on the previous Saturday: and shall, also, on each Tuesday morning, render a similar statement, made under oath before some officer authorized by law to administer oaths, by one of the principal owners or operators thereof, or by the bookkeeper thereof, having personal knowledge of the facts, to the Warehouse Registrar, appointed as hereinafter provided. They shall also be required to furnish daily, to the same Registrar, a correct statement of the amount of each kind and grade of grain received in store in such warehouse on the previous day: also, the amount of each kind and grade of grain delivered or shipped by such warehouseman during the previous day, and what warehouse receipts have been cancelled, upon which the grain has been delivered on such day, giving the number of each receipt, and amount, kind and grade of grain received and shipped upon each; also, how much grain, if any, was so delivered or shipped, and the kind and grade of it, for which warehouse receipts had not been issued, and when and how such unreceipted grain was received by them: the aggregate of such reported cancellations and delivery of unreceipted grain, corresponding in amount, kind and grade with the amount so reported, delivered or shipped. They shall also, at the same time, report what receipts, if any, have been cancelled and new ones issued in

their stead, as herein provided for. And the warehouseman making such statements shall, in addition, furnish the said Registrar any further information, regarding receipts issued or cancelled, that may be necessary to enable him to keep a full and correct record of all receipts issued and cancelled, and of grain received and delivered. [See § 152.]

[§ 13, repealed: § 152.]

**146. CHIEF INSPECTOR.] § 14. ¶ 1.** It shall be the duty of the Governor to appoint, by and with the advice and consent of the Senate, a suitable person, who shall not be a member of the Board of Trade, and who shall not be interested, either directly or indirectly, in any warehouse in this State, a chief inspector of grain, who shall hold his office for the term of two years, unless sooner removed as hereinafter provided for, in every city or county in which is located a warehouse of class A or class B: *Provided*, that no such grain inspector for cities or counties in which are located warehouses of class B shall be appointed except upon the application and petition of two or more warehousemen doing a separate and distinct business, residing and doing business in such city or county, and when there shall be a legally organized Board of Trade in such cities or counties, such application and petition shall be officially endorsed by such Board of Trade before such application and petition shall be granted.

¶ 2. **HIS DUTIES.]** It shall be the duty of such chief inspector of grain to have a general supervision of the inspection of grain as required by this act or laws of this State, under the advice and immediate direction of the Board of Commissioners of Railroads and Warehouses.

¶ 3. **ASSISTANT INSPECTORS.]** The said chief inspector shall be authorized to nominate to the Commissioners of Railroads and Warehouses such suitable persons, in sufficient number, as may be deemed qualified for assistant inspectors, who shall not be members of the Board of Trade, nor interested in any warehouse, and, also, such other employes as may be necessary to properly conduct the business of his office: and the said commissioners are authorized to make such appointments.

¶ 4. **CHIEF INSPECTOR'S OATH AND BOND.]** The chief inspector shall, upon entering upon the duties of his office, be required to take an oath, as in cases of other officers, and he shall execute a bond to the People of the State of Illinois, in the penal sum of fifty thousand dollars when appointed for any city in which is located a warehouse of class A, and ten thousand dollars when appointed for any other city or county, with sureties to be approved by the Board of Commissioners of Railroads and Warehouses, with a condition therein that he will faithfully and strictly discharge the duties of his said office of inspector according to law, and the rules and regulations prescribing his duties: and that he will pay all damages to any person or persons who may be injured by reason of his neglect, refusal or failure to comply with law, and the rules and regulations aforesaid.

¶ 5. **ASSISTANT INSPECTOR'S OATH AND BOND.]** And each assistant inspector shall take a like oath: execute a bond in the penal sum of five thousand dollars, with like conditions, and to be approved in like manner as is provided in case of the chief inspector, which said several bonds shall be filed in the office of said commissioners: and suit may be brought upon said bond or bonds in any court having jurisdiction thereof, in the county where the plaintiff or defendant resides, for the use of the person or persons injured.

¶ 6. **RULES FOR INSPECTION—CHARGES.]** The chief inspector of grain, and all assistant inspectors of grain, and other employes in connection therewith, shall be governed in their respective duties by such rules and regulations as may be prescribed by the Board of Commissioners of Railroads and Warehouses; and the said Board of Commissioners shall have full power to make all proper rules and regulations for the inspection of grain: and shall, also, have power to fix the rate of charges for the inspection of grain, and the manner in which the same shall be collected:

which charges shall be regulated in such a manner as will in the judgment of the commissioners, produce sufficient revenue to meet the necessary expenses of the service of inspection, and no more.

¶ 7. PAY OF INSPECTOR AND ASSISTANTS, ETC.] It shall be the duty of the said Board of commissioners to fix the amount of compensation to be paid to the chief inspector, assistant inspectors, and all other persons employed in the inspection service, and prescribe the time and manner of their payment.

¶ 8. APPOINTMENT OF REGISTRAR AND ASSISTANTS.] The said Board of Commissioners of Railroads and Warehouses are hereby authorized to appoint a suitable person as warehouse registrar, and such assistants as may be deemed necessary to perform the duties imposed upon such registrar by the provisions of this act.

¶ 9. GENERAL SUPERVISION—PAY, ETC.] The said Board of Commissioners shall have and exercise a general supervision and control of such appointees: shall prescribe their respective duties; shall fix the amount of their compensation and the time and manner of its payment.

¶ 10. REMOVAL FROM OFFICE.] Upon the complaint, in writing, of any person, to the said Board of Commissioners, supported by reasonable and satisfactory proof, that any person appointed or employed under the provisions of this section has violated any of the rules prescribed for his government, has been guilty of any improper official act, or has been found insufficient or incompetent for the duties of his position, such person shall be immediately removed from his office or employment by the same authority that appointed him: and his place shall be filled, if necessary, by a new appointment; or, in case it shall be deemed necessary to reduce the number of persons so appointed or employed, their term of service shall cease under the orders of the same authority by which they were appointed or employed.

¶ 11. EXPENSES HOW PAID.] All necessary expenses incident to the inspection of grain, and to the office of registrar economically administered, including the rent of suitable offices, shall be deemed expenses of the inspection service, and shall be included in the estimate of expenses of such inspection service, and shall be paid from the funds collected for the same. [As amended by act approved and in force May 28, 1879. L. 1879, p. 226.]

147. RATES OF STORAGE.] § 15. Every warehouseman of public warehouses of class "A" shall be required, during the first week in January of each year, to publish in one or more of the newspapers (daily, if there be such,) published in the city in which such warehouse is situated, a table or schedule of rates for the storage of grain in his warehouse during the ensuing year, which rates shall not be increased (except as provided for in section (16) of this act) during the year; and such published rates, or any published reduction of them, shall apply to all grain received into such warehouse from any person or source, and no discrimination shall be made directly or indirectly, for or against any charges made by such warehouseman for the storage of grain. The maximum charge for storage and handling of grain, including the cost of receiving and delivering, shall be, for the first ten days or part thereof, one and one-quarter (1¼) cents per bushel, and for each ten days, or part thereof after the first ten days one-half of one cent per bushel: *Provided, however*, that grain damp, or liable to early damage, as indicated by its inspection when received, may be subject to two cents per bushel storage, for the first ten days, and for each additional five days, or part thereof not exceeding one-half of one cent per bushel: *Provided, further*, that where grain has been received in any such warehouse prior to the first day of March, 1877, under any express or implied contract to pay and receive rates of storage different from those prescribed by law, or where it has been received under any custom or usage prior to said day to pay or receive rates of storage different from the rates fixed by law, it shall be lawful for any owner or manager of such warehouse to receive and collect such agreed or customary rates. [As amended by act approved May 21, 1877. In force July 1, 1877. L. 1877, p. 169.]



**148. LOSS BY FIRE HEATING—ORDER OF DELIVERY—GRAIN OUT OF CONDITION.] § 16.** No public warehouseman shall be held responsible for any loss or damage to property by fire, while in his custody, provided reasonable care and vigilance be exercised to protect and preserve the same; nor shall he be held liable for damage to grain by heating, if it can be shown that he has exercised proper care in handling and storing the same, and that such heating or damage was the result of causes beyond his control; and, in order that no injustice may result to the holder of grain in any public warehouse of classes A or B, it shall be deemed the duty of such warehouseman to dispose of by delivery or shipping, in the ordinary and legal manner of so delivering, that grain of any particular grade which was first received by them, or which has been for the longest time in store in his warehouse; and, unless public notice has been given that some portion of the grain in his warehouse is out of condition, or becoming so, such warehouseman shall deliver grain of quality equal to that received by him, on all receipts as presented. In case, however, any warehouseman of classes A or B shall discover that any portion of the grain in his warehouse is out of condition, or becoming so, and it is not in his power to preserve the same, he shall immediately give public notice, by advertisement in a public newspaper in the city in which such warehouse is situated, and by posting a notice in the most public place (for such a purpose) in such city, of its actual condition, as near as he can ascertain it; shall state in such notice the kind and grade of the grain, and the bins in which it is stored; and shall also state in such notice the receipts outstanding upon which such grain will be delivered, giving the numbers, amounts and dates of each—which receipts shall be those of the oldest dates then in circulation or uncancelled, the grain represented by which has not previously been declared or receipted for as out of condition, or if the grain longest in store has not been receipted for, he shall so state, and shall give the name of the party for whom such grain was stored, the date it was received, and the amount of it; and the enumeration of receipts and identification of grain so discredited shall embrace, as near as may be, as great a quantity of grain as is contained in such bins; and such grain shall be delivered upon the return and cancellation of the receipts, and the unreceipted grain upon the request of the owner or person in charge thereof. Nothing herein contained shall be held to relieve the said warehouseman from exercising proper care and vigilance in preserving such grain after such publication of its condition; but such grain shall be kept separate and apart from all direct contact with other grain, and shall not be mixed with other grain while in store in such warehouse. Any warehouseman guilty of any act or neglect, the effect of which is to depreciate property stored in the warehouse under his control, shall be held responsible as at common law, or upon the bond of such warehouseman, and in addition thereto, the license of such warehouseman, if his warehouse be of class A, shall be revoked. Nothing in this section shall be so construed as to permit any warehouseman to deliver any grain stored in a special bin, or by itself, as provided in this act, to any but the owner of the lot, whether the same be represented by a warehouse receipt or otherwise. In case the grain declared out of condition, as herein provided for, shall [not] be removed from store by the owner thereof within two months from the date of the notice of its being out of condition, it shall be lawful for the warehouseman where the grain is stored to sell the same at public auction, for account of said owner, by giving ten days' public notice, by advertisement in a newspaper (daily, if there be such,) published in the city or town where such warehouse is located.

**149. TAMPERING WITH GRAIN STORED—PRIVATE BINS—DRYING, CLEANING, MOVING.] § 17.** It shall not be lawful for any public warehouseman to mix any grain of different grades together, or to select different qualities of the same grade for the purpose of storing or delivering the same, nor shall he attempt to deliver grain of one grade for another, or in any way tamper with grain while in his possession or custody, with a view of securing any profit to himself or any other person; and in no case, even of grain stored in a separate bin, shall he be permitted to mix grain of different grades together while in store. He may,

however, on request of the owner of any grain stored in a private bin, be permitted to dry, clean, or otherwise improve the condition or value of any such lot of grain: but in such case it shall only be delivered as such separate lot, or as the grade it was originally when received by him, without reference to the grade it may be as improved by such process of drying or cleaning. Nothing in this section, however, shall prevent any warehouseman from moving grain while within his warehouse for its preservation or safe keeping. [See § 125.]

**150. EXAMINATION OF GRAIN AND SCALES—INCORRECT SCALES.] § 18.** All persons owning property, or who may be interested in the same, in any public warehouse, and all duly authorized inspectors of such property, shall at all times, during ordinary business hours, be at full liberty to examine any and all property stored in any public warehouse in this State, and all proper facilities shall be extended to such person by the warehouseman, his agents and servants, for an examination; and all parts of public warehouses shall be free for the inspection and examination of any person interested in property stored therein, or of any authorized inspector of such property. And all scales used for the weighing of property in public warehouses shall be subject to examination and test by any duly authorized inspector or sealer of weights and measures, at any time when required by any person or persons, agent or agents, whose property has been or is to be weighed on such scales—the expense of such test by an inspector or sealer to be paid by the warehouse proprietor if the scales are found incorrect, but not otherwise. Any warehouseman who may be guilty of continuing to use scales found to be in an imperfect or incorrect condition by such examination and test, until the same shall have been pronounced correct and properly sealed, shall be liable to be proceeded against as hereinafter provided. [See § 165-6. "Weights and Measures," ch. 146, § 14. "Criminal Code," ch. 38, § 101.]

**151. GRAIN MUST BE INSPECTED.] § 19.** In all places where there are legally appointed inspectors of grain, no proprietor or manager of a public warehouse of class B shall be permitted to receive any grain and mix the same with the grain of other owners, in the storage thereof, until the same shall have been inspected and graded by such inspector.

**152. ASSUMING TO ACT AS INSPECTOR.] § 20.** Any person who shall assume to act as an inspector of grain, who has not first been so appointed and sworn, shall be held to be an impostor, and shall be punished by a fine of not less than \$50 nor more than \$100 for each and every attempt to so inspect grain, to be recovered before a justice of the peace.

**MISCONDUCT OF INSPECTOR—INFLUENCING.]** Any duly authorized inspector of grain who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other consideration, directly or indirectly, for any neglect of duty, or the improper performance of any duty as such inspector of grain, and any person who shall improperly influence any inspector of grain in the performance of his duties as such inspector, shall be deemed guilty of a misdemeanor, and, on conviction, shall be fined in a sum not less than \$100 nor more than \$1,000, in the discretion of the court, or shall be imprisoned in the county jail not less than three nor more than twelve months, or both, in the discretion of the court.

**153. OWNER, ETC., DISSATISFIED WITH INSPECTION—HIS RIGHTS.] § 21.** In case any owner or consignee of grain shall be dissatisfied with the inspection of any lot of grain, or shall, from any cause, desire to receive his property without its passing into store, he shall be at liberty to have the same withheld from going into any public warehouse (whether the property may have previously been consigned to such warehouse or not), by giving notice to the person or corporation in whose possession it may be at the time of giving such notice; and such grain shall be withheld from going into store, and be delivered to him, subject only to such proper charges as may be a lien upon it prior to such notice. The grain, if in railroad cars, to be removed therefrom by such owner or consignee within twenty-four hours after such notice has been given to the railroad

company having it in possession: *Provided*, such railroad company place the same in a proper and convenient place for unloading; and any person or corporation refusing to allow such owner or consignee to so receive his grain shall be deemed guilty of conversion, and shall be liable to pay such owner or consignee double the value of the property so converted. Notice that such grain is not to be delivered into store may also be given to the proprietor or manager of any warehouse into which it would otherwise have been delivered, and if, after such notice, it be taken into store in such warehouse, the proprietor or manager of such warehouse shall be liable to the owner of such grain for double its market value.

**154. COMBINATION.]** § 22. It shall be unlawful for any proprietor, lessee or manager of any public warehouse, to enter into any contract, agreement, understanding, or combination, with any railroad company or other corporation, or with any individual or individuals, by which the property of any person is to be delivered to any public warehouse for storage or for any other purpose, contrary to the direction of the owner, his agent, or consignee. Any violation of this section shall subject the offender to be proceeded against as provided in section 23 of this act.

**155. SUITS.]** § 23. If any warehouseman of class A shall be guilty of a violation of any of the provisions of this act, it shall be lawful for any person injured by such violation to bring suit in any court of competent jurisdiction, upon the bond of such warehouseman, in the name of the People of the State of Illinois, to the use of such person. In all criminal prosecutions against a warehouseman, for the violation of any of the provisions of this act, it shall be the duty of the prosecuting attorney of the county in which such prosecution is brought, to prosecute the same to a final issue, in the name of and on behalf of the People of the State of Illinois.

**156. WAREHOUSE RECEIPT NEGOTIABLE.]** § 24. Warehouse receipts for property stored in any class of public warehouses, as herein described, shall be transferable by the indorsement of the party to whose order such receipt may be issued, and such indorsement shall be deemed a valid transfer of the property represented by such receipt, and may be made either in blank or to the order of another. All warehouse receipts for property stored in public warehouses of class C shall distinctly state on their face the brand or distinguishing marks upon such property.

**157. FALSE RECEIPTS—FRAUDULENT REMOVAL.]** § 25. Any warehouseman of any public warehouse who shall be guilty of issuing any warehouse receipt for any property not actually in store at the time of issuing such receipt, or who shall be guilty of issuing any warehouse receipt in any respect fraudulent in its character, either as to its date or the quantity, quality, or inspected grade of such property, or who shall remove any property from store (except to preserve it from fire or other sudden danger), without the return and cancellation of any and all outstanding receipts that may have been issued to represent such property, shall, when convicted thereof, be deemed guilty of a crime, and shall suffer, in addition to any other penalties prescribed by this act, imprisonment in the penitentiary for not less than one, and not more than ten years. [Restricted as to receipts issued before October 8, 1871. L. 1871 2, p. 774. See "Criminal Code," ch. 38, § 124, 125.]

**158. COMMON LAW REMEDY SAVED.]** § 26. Nothing in this act shall deprive any person of any common law remedy now existing.

**159. PRINTED COPY OF ACT POSTED.]** § 27. All proprietors or managers of public warehouses shall keep posted up at all times, in a conspicuous place in their business offices, and in each of their warehouses, a printed copy of this act.

**160. REPEAL.]** § 28. All acts or parts of acts inconsistent with this act are hereby repealed.

AN ACT to amend an act entitled "An act to regulate public war-houses and the warehousing and the inspection of grain, and to give effect to article thirteen (13) of the constitution of the State," approved April 25, 1871, in force July 1, 1871, and to establish a committee of appeals, and prescribe their duties. [Approved April 15, 1873. In force July 1, 1873.]

**161. COMMISSIONERS TO ESTABLISH GRADES.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That the Board of Railroad and Warehouse commissioners shall establish a proper number and standard of grades for the inspection of grain, and may alter or change the same from time to time: *Provided,* no modification or change of grades shall be made, or any new ones established, without public notice being given of such contemplated change, for at least twenty days prior thereto, by publication in three daily newspapers printed in each city containing warehouses of class A: *And, provided, further,* that no mixture of old and new grades, even though designated by the same name or distinction, shall be permitted while in store.

**162. COMMITTEE OF APPEALS.]** § 2. Within twenty days after this act takes effect, the Board of Railroad and Warehouse Commissioners shall appoint three discreet and competent persons to act as a committee of appeals, in every city wherein is located a warehouse of class A, who shall hold their office for one year and until their successors are appointed. And every year thereafter a like committee of appeals shall be appointed by said commissioners, who shall hold their office for one year and until their successors are appointed: *Provided,* said commissioners shall have power, in their discretion, to remove from office any member of said committee at any time, and fill vacancies thus created by the appointment of other discreet persons.

**163. APPEALS—NOTICES.]** § 3. In all matters involving doubt on the part of the chief inspector, or any assistant inspector, as to the proper inspection of any lot of grain, or in case any owner, consignee or shipper of grain, or any warehouse manager, shall be dissatisfied with the decision of the chief inspector or any assistant inspector, an appeal may be made to said committee of appeals, and the decision of a majority of said committee shall be final. Said Board of Commissioners are authorized to make all necessary rules governing the manner of appeals as herein provided. And all complaints in regard to the inspection of grain, and all notices requiring the services of the committee of appeals, may be served on said committee, or may be filed with the warehouse registrar of said city, who shall immediately notify said committee of the fact, and who shall furnish said committee with such clerical assistance as may be necessary for the proper discharge of their duties. It shall be the duty of said committee, on receiving such notice, to immediately act on and render a decision in each case.

**164. COMMITTEE OF APPEALS—OATH—BOND—WHO MAY SERVE ON.]** § 4. The said committee of appeals shall, before entering upon the duties of their office, take an oath, as in case of other inspectors of grain, and shall execute a bond in the penal sum of five thousand dollars; with like conditions as is provided in the case of other inspectors of grain, which said bonds shall be subject to the approval of the Board of Railroad and Warehouse Commissioners. *It is further provided,* that the salaries of said committee of appeals shall be fixed by the Board of Railroad and Warehouse Commissioners, and be paid from the inspection fund, or by the party taking the appeal, under such rules as the commission shall prescribe; and all necessary expenses incurred in carrying out the provisions of this act, except as herein otherwise provided, shall be paid out of the funds collected for the inspection service upon the order of the commissioners: *Provided,* that no person shall be appointed to serve on the committee of appeals who is a purchaser of, or a receiver of grain, or other articles to be passed upon by said committee. [As amended by act approved June 26, 1885. In force July 1, 1885. L. 1885.]

**165. "REGISTERED FOR COLLECTION"—INSPECTION FEES.]** § 5. No grain shall be delivered from store from any warehouse of class A, for which or representing which warehouse receipts shall have been issued,

except upon the return of such receipts stamped or otherwise plainly marked by the warehouse register with the words "registered for collection" and the date thereof; and said Board of Commissioners shall have power to fix the rates of charges for the inspection of grain, both into and out of warehouse: which charges shall be a lien upon all grain so inspected, and may be collected of the owners, receivers or shippers of such grain, in such manner as the said commissioners may prescribe.

**166. REPEAL.]** § 6. Section 13 of the act to which this is an amendment, is hereby repealed: *Provided*, the provisions contained in said section shall remain in force until the grades for the inspection of grain shall have been established by the commissioners, as provided in section 1 of this act. [Grades fixed by commissioners, July 1, 1873.]

## RAILROAD AND WAREHOUSE COMMISSIONERS.

AN ACT to establish a Board of Railroad and Warehouse Commissioners, and prescribe their powers and duties. [Approved April 13, 1871. In force July 1, 1871. L. 1871-2, p. 618.]

**167. APPOINTMENT—TERM.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly:* That a commission which shall be styled "Railroad and Warehouse Commission," shall be appointed as follows: Within twenty days after this act shall take effect, the Governor shall appoint three persons as such commissioners, who shall hold their office until the next meeting of the General Assembly, and until their successors are appointed and qualified. At the next meeting of the General Assembly, and every two years thereafter, the Governor, by and with the advice and consent of the Senate, shall appoint three persons as such commissioners, who shall hold their offices for the term of two years from the first day of January in the year of their appointment, and until their successors are appointed and qualified.

**168. QUALIFICATIONS.]** § 2. No person shall be appointed as such commissioner who is at the time of his appointment in any way connected with any railroad company or warehouse, or who is directly or indirectly interested in any stock, bond, or other property of, or is in the employment of any railroad company or warehouseman; and no person appointed as such commissioner shall, during the term of his office, become interested in any stock, bond or other property of any railroad company or warehouse, or in any manner be employed by or connected with any railroad company or warehouse. The Governor shall have power to remove any such commissioner at any time, in his discretion.

**169. OATH—BOND.]** § 3. Before entering upon the duties of his office, each of the said commissioners shall make and subscribe, and file with the Secretary of State, an affidavit, in the following form:

I do solemnly swear (or affirm, as the case may be) that I will support the Constitution of the United States, and the Constitution of the State of Illinois, and that I will faithfully discharge the duties of the office of Commissioner of Railroads and Warehouses, according to the best of my ability.

And shall enter into bonds, with security to be approved by the Governor, in the sum of \$20,000, conditioned for the faithful performance of his duty as such commissioner.

**170. COMPENSATION—SECRETARY—OFFICE—EXPENSES.]** § 4. Each of said commissioners shall receive for his services a sum not exceeding \$3,500 per annum, payable quarterly. They shall be furnished with an office, office furniture and stationery, at the expense of the State, and shall have power to appoint a secretary to perform such duties as they shall assign to him. Said secretary shall receive for his services a sum not exceeding \$1,500 per annum. The office of the said commissioners shall be kept at Springfield, and all sums authorized to be paid by this act shall be paid out of the State treasury, and only on the order of the

Governor: *Provided*, that the total sum to be expended by said commissioners for office rent and furniture and stationery shall, in no case, exceed the total sum of \$800 per annum.

**171. RIGHT TO PASS ON TRAINS, ETC.]** § 5. The said commissioners shall have the right of passing, in the performance of their duties concerning railroads, on all railroads and railroad trains in this State.

**172. REPORT OF RAILROADS.]** § 6. Every railroad company incorporated or doing business in this State, or which shall hereafter become incorporated, or do business under any general or special law of this State, shall, on or before the first day of September, in the year of our Lord 1871, and on or before the same day in each year thereafter, make and transmit to the commissioners appointed by virtue of this act, at their office in Springfield, a full and true statement, under oath of the proper officers of said corporation, of the affairs of their said corporation, as the same existed on the first day of the preceding July, specifying—

*First*—The amount of capital stock subscribed, and by whom.

*Second*—The names of the owners of its stock, and the amounts owned by them respectively, and the residence of each stockholder as far as known.

*Third*—The amount of stock paid in, and by whom.

*Fourth*—The amount of its assets and liabilities.

*Fifth*—The names and place of residence of its officers.

*Sixth*—The amount of cash paid to the company on account of the original capital stock.

*Seventh*—The amount of funded debt.

*Eighth*—The amount of floating debt.

*Ninth*—The estimated value of the road bed, including iron and bridges.

*Tenth*—The estimated value of rolling stock.

*Eleventh*—The estimated value of stations, buildings and fixtures.

*Twelfth*—The estimated value of other property.

*Thirteenth*—The length of single main track.

*Fourteenth*—The length of double main track.

*Fifteenth*—The length of branches, stating whether they have single or double track.

*Sixteenth*—The aggregate length of siding and other tracks not above enumerated.

*Seventeenth*—The number of miles run by passenger trains during the year preceding the making of the report.

*Eighteenth*—The number of miles run by freight trains during the same period.

*Nineteenth*—The number of tons of through freight carried during the same time.

*Twentieth*—The number of tons of local freight carried during the same time.

*Twenty-first*—Its monthly earnings for the transportation of passengers during the same time.

*Twenty-second*—Its monthly earnings for the transportation of freight during the same time.

*Twenty-third*—Its monthly earnings from all other sources respectively.

*Twenty-fourth*—The amount of expense incurred in the running and management of passenger trains during the same time.

*Twenty-fifth*—The amount of expense incurred in the running and management of freight trains during the same time; also, the amount of expense incurred in the running and management of mixed trains during the same time.

*Twenty-sixth*—All other expenses incurred in the running and management of the road during the same time, including the salaries of officers, which shall be reported separately.

*Twenty-seventh*—The amount expended for repairs of road and maintenance of way, including repairs and renewal of bridges and renewal of iron.

*Twenty-eighth*—The amount expended for improvement, and whether the same are estimated as a part of the expenses of operating or repairing the road, and, if either, which.

*Twenty-ninth*—The amount expended for motive power and cars.

*Thirtieth*—The amount expended for station houses, buildings and fixtures.

*Thirty-first*—All other expenses for the maintenance of way.

*Thirty-second*—All other expenditures, either for management of road, maintenance of way, motive power and cars, or for other purposes.

*Thirty-third*—The rate of fare for passengers for each month during the same time, through and way passengers separately.

*Thirty-fourth*—The tariff of freights, showing each change of tariff during the same time.

*Thirty-fifth*—A copy of each published rate of fare for passengers and tariff of freight, in force or issued for the government of its agents during the same time.

*Thirty-sixth*—Whether the rate of fare and tariff of freight in such published lists are the same as those actually received by the company during the same time; if not, what were received.

*Thirty-seventh*—What express companies run on its roads and on what terms and on what conditions; the kind of business done by them, and whether they take their freights at the depots or at the office of such express companies.

*Thirty-eighth*—What freight and transportation companies run on its road, and on what terms.

*Thirty-ninth*—Whether such freight and transportation companies use the cars of the railroad or the cars furnished by themselves.

*Fortieth*—Whether the freight or cars of such companies are given any preference in speed or order of transportation, and, if so, in what particular.

*Forty-first*—What running arrangements it has with other railroad companies, setting forth the contracts for the same. [See § 168.]

**173. ADDITIONAL INQUIRIES.]** § 7. The said commissioners may make and propound to such railroad companies any additional interrogatories, which shall be answered by such companies in the same manner as those specified in the foregoing section. [See § 165-6.]

**174. APPLIES TO OFFICERS OF ROAD.]** § 8. Sections 6 and 7 of this act shall apply to the president, directors and officers of every railroad company now existing or which shall be incorporated or organized in this State, and to every lessee, manager and operator of any railroad within this State.

**175. STATEMENT BY WAREHOUSEMAN.]** § 9. It shall be the duty of every owner, lessee and manager of every public warehouse in this State to furnish in writing under oath, at such times as such Railroad and Warehouse Commissioners shall require and prescribe, a statement concerning the condition and management of his business as such warehouseman. [See § 165-6.]

**176. REPORT BY COMMISSIONERS—EXAMINATION.]** § 10. Such commissioners shall, on or before the first day of December, in each year, and oftener if required by the Governor to do so, make a report to the Governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the actual workings of the system

of railroad transportation and warehouse business in their bearings upon the business and prosperity of the people of this State, and such suggestions in relation thereto as to them may seem appropriate, and particularly, first, whether in their judgment the railroads can be classified in regard to the rate of fare and freight to be charged upon them, and if so, in what manner; second, whether a classification of freight can also be made, and if so, in what manner. They shall also, at such times as the Governor shall direct, examine any particular subject connected with the condition and management of such railroads and warehouses, and report to him in writing their opinion thereon with their reasons therefor.

**177. EXAMINATIONS OF RAILROADS AND WAREHOUSES—SUITS.]** § 11. Said commissioners shall examine into the condition and management, and all other matters concerning the business of railroads and warehouses in this State, so far as the same pertain to the relation of such roads and warehouses to the public, and to the accommodation and security of persons doing business therewith; and whether such railroad companies and warehouses, their officers, directors, managers, lessees, agents and employes comply with the laws of this State now in force, or which shall hereafter be in force concerning them. And whenever it shall come to their knowledge, either upon complaint or otherwise, or they shall have reason to believe that any such law or laws have been or are being violated, they shall prosecute or cause to be prosecuted all corporations or persons guilty of such violation. In order to enable said commissioners efficiently to perform their duties under this act, it is hereby made their duty to cause one of their number, at least once in six months, to visit each county in the State, in which is or shall be located a railroad station, and personally inquire into the management of such railroad and warehouse business. [See § 165-6.

**177a. WHEN BOARD TO INVESTIGATE CAUSE OF ACCIDENT ON RAILROAD—BRIDGE, ETC., OUT OF REPAIR—MANDAMUS—PROCEEDINGS BY ATTORNEY GENERAL.]** § 11½. It shall be the duty of said Board of Commissioners to investigate the cause of any accident on any railroad resulting in the loss of life or injury to person or persons, which in their judgment shall require investigation, and the result of such investigation shall be reported upon in a special report to the Governor as soon after said accident as may be practicable, and also in the annual report of said commissioners. And it is hereby made the duty of the general superintendent or manager of each railroad in this State, to inform said board of any such accident immediately after its occurrence. Whenever it shall come to the knowledge of said board, by complaint or otherwise, that any railroad bridge or trestle, or any portion of the track of any railroad in this State is out of repair, or is in an unsafe condition, it shall be the duty of such board to investigate, or cause an investigation to be made, of the condition of such railroad bridge, trestle or track and may employ such person or persons who may be civil engineer or engineers, as they shall deem necessary for the purpose of making such investigation, and whenever in the judgment of said board, after such investigation, it shall become necessary to rebuild such bridge, track or trestle, or repair the same, the said board shall give notice and information in writing to the corporation of the improvements and changes which they deem to be proper and shall recommend to the corporation or person or persons owning or operating such railroad that it, or he, or they, make such repairs, changes or improvements, or rebuild such bridge or bridges on such railroad as the board shall deem necessary, to the safety of persons being transported thereon. And said board shall give such corporation or person or persons owning or operating said railroad an opportunity for a full and fair hearing on the subject of such investigation and recommendation. And said board shall, after having given said corporation or person or persons operating such railroad an opportunity for a full hearing thereon, if such corporation or person shall not satisfy said board that no action is required to be taken by it or them, fix a time within which such changes or repairs shall be made, or such bridges, tracks or culverts shall be rebuilt, which time the board may extend. It shall be the duty of the corporation, person or persons owning or operating said railroad to comply with such



recommendations of said board as are just and reasonable. And the Supreme Court or the Circuit Court in any circuit, in which such railroad may be in part situated, shall have power in all cases of such recommendations by said board, to compel compliance therewith by mandamus. If any such corporation or person or persons owning or operating any such railroad shall, after such hearing, neglect or refuse to comply with the recommendation or recommendations of said board as to making any repairs, changes or improvements, on any bridge, track or trestle, or to rebuild any bridge within the time which shall be fixed by said board therefor, said board shall report such neglect or refusal, together with the facts in such case as said board shall find the facts to be, touching the necessity for such repairs, changes or rebuilding, to the Attorney General of the State of Illinois, who shall thereupon take such action as may be necessary to secure compliance with such recommendations of said board. In all actions or proceedings brought by the Attorney General to compel compliance with the recommendations of the board, the findings of the board shall be *prima facie* evidence of the facts therein stated, and the recommendations of the board shall be deemed *prima facie*, just and reasonable. Nothing herein contained shall impair the legal liability of any railroad company for the consequence of its acts. And all existing remedies therefor are hereby saved to the people and to individuals. [Added by act approved June 16, 1887. In force July 1, 1887. L. 1887, p. 255.]

**178. CANCELLATION OF WAREHOUSE LICENSES.]** § 12. Said commissioners are hereby authorized to hear and determine all applications for the cancellation of warehouse licenses in this State which may be issued in pursuance of any laws of this State, and for that purpose to make and adopt such rules and regulations concerning such hearing and determination as may, from time to time, by them be deemed proper. And if, upon such hearing, it shall appear that any public warehouseman has been guilty of violating any law of this State concerning the business of public warehouseman, said commissioners may cancel and revoke the license of said public warehouseman, and immediately notify the officer who issued such license of such revocation and cancellation; and no person whose license as a public warehouseman shall be cancelled or revoked, shall be entitled to another license or to carry on the business in this State of such public warehouseman, until the expiration of six months from the date of such revocation and cancellation, and until he shall have again been licensed: *Provided*, that this section shall not be so construed as to prevent any such warehouseman from delivering any grain on hand at the time of such revocation or cancellation of his said license. And all licenses issued in violation of the provisions of this section shall be deemed null and void. [See § 122.]

**179. POWER TO EXAMINE BOOKS, ETC.]** § 13. The property, books, records, accounts, papers and proceedings of all such railroad companies, and all public warehousemen, shall at all times, during business hours, be subject to the examination and inspection of such commissioners, and they shall have power to examine, under oath or affirmation, any and all directors, officers, managers, agents and employes of any such railroad corporation, and any and all owners, managers, lessees, agents and employes of such public warehouses and other persons, concerning any matter relating to the condition and management of such business.

**180. MAY EXAMINE WITNESSES, ETC.]** § 14. In making any examination as contemplated in this act, or for the purpose of obtaining information, pursuant to this act, said commissioners shall have the power to issue subpoenas for the attendance of witnesses, and may administer oaths. In case any person shall willfully fail or refuse to obey such subpoena, it shall be the duty of the Circuit Court of any county, upon application of the said commissioners, to issue an attachment for such witness, and compel such witness to attend before the commissioners, and give his testimony upon such matters as shall be lawfully required by such commissioners; and the said court shall have power to punish for contempt, as in other cases of refusal to obey the process and order of such court.

**181. PENALTY AGAINST WITNESSES.]** § 15. Any person who shall willfully neglect or refuse to obey the process of subpoena issued by said commissioners, and appear and testify as therein required, shall be deemed guilty of a misdemeanor, and shall be liable to an indictment in any court of competent jurisdiction, and on conviction thereof shall be punished for each offense by a fine of not less than \$25 nor more than \$500, or by imprisonment of not more than thirty days, or both, in the discretion of the court before which such conviction shall be had.

**182. PENALTY AGAINST RAILROAD COMPANIES, WAREHOUSEMEN, ETC.]** § 16. Every railroad company, and every officer, agent or employé of any railroad company, and every owner, lessee, manager or employé of any warehouse, who shall willfully neglect to make and furnish any report required in this act, at the time herein required, or who shall willfully and unlawfully hinder, delay, or obstruct said commissioners in the discharge of the duties hereby imposed upon them, shall forfeit and pay a sum of not less than \$100 nor more than \$5,000 for each offense, to be recovered in an action of debt in the name and for the use of the People of the State of Illinois; and every railroad company, and every officer, agent or employé of any such railroad company, and every owner, lessee, manager, or agent or employé of any public warehouse, shall be liable to a like penalty for every period of ten days it or he shall willfully neglect or refuse to make such report.

**183. ATTORNEY-GENERAL AND STATE'S ATTORNEY TO PROSECUTE SUITS.]** § 17. It shall be the duty of the Attorney-General, and the State's attorney in every circuit or county, on the request of said commissioners, to institute and prosecute any and all suits and proceedings which they, or either of them, shall be directed by said commissioners to institute and prosecute for a violation of this act, or any law of this State concerning railroad companies or warehouses, or the officers, employes, owners, operators or agents of any such companies or warehouses.

**184. IN NAME OF PEOPLE—PAY—QUI TAM ACTIONS.]** § 18. All such prosecutions shall be in the name of the People of the State of Illinois, and all moneys arising therefrom shall be paid into the State treasury by the sheriff or other officer collecting the same; and the State's attorney shall be entitled to receive for his compensation, from the State treasury, on bills to be approved by the Governor, a sum not exceeding ten per cent. of the amount received and paid into the State treasury as aforesaid: *Provided*, this act shall not be construed so as to prevent any person from prosecuting any *qui tam* action as authorized by law, and of receiving such part of the amount recovered in such action as is or may be provided under any law of this State.

**185. RIGHTS OF INDIVIDUALS SAVED.]** § 19. This action shall not be so construed as to waive or affect the right of any person, injured by the violation of any law in regard to railroad companies or warehouses, from prosecuting for his private damages in any manner allowed by law.

AN ACT to provide that the Railroad and Warehouse Commission may keep and use a common seal for the authentication of its acts, records and proceedings. [Approved June 19, 1891, in force July 1, 1891. L. 1891, p. 185.]

**185a. SEAL—HOW RECORDS, ETC., AUTHENTICATED.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly, That* the Railroad and Warehouse Commission of this State may, for the authentication of its records, process and proceedings, adopt, keep and use a common seal, of which seal judicial notice shall be taken in all courts of this State; and any process, writ, notice or other paper which the said commission may be authorized by law to issue, shall be deemed sufficient if signed by the Secretary of said commission and authenticated by such seal: and all acts, orders, proceedings, rules of inspection, entries, minutes, schedules and records of said commission may be proved in any court of this State by a copy thereof, certified to by the Secretary of said commission, with the seal of said commission attached.

## STATE WEIGH-MASTERS.

AN ACT to provide for the appointment of State Weigh-Masters. [Approved June 23, 1883, In force July 1, 1883. L. 1883, p. 172.]

**186. WEIGH-MASTER—APPOINTMENT OF.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That there shall be appointed by the Railroad and Warehouse Commissioners in all cities where there is State inspection of grain, a State weigh-master and such assistance as shall be necessary.

**187. DUTIES OF.]** § 2. Said State weigh-master and assistants shall, at the places aforesaid, supervise and have exclusive control of the weighing of grain and other property which may be subject to inspection, and the inspection of scales and the action and certificate of such weigh-master and assistants in the discharge of their aforesaid duties shall be conclusive upon all parties in interest.

**188. FIX FEES.]** § 3. The Board of Railroad and Warehouse Commissioners shall fix the fees to be paid for the weighing of grain or other property, which fees shall be paid equally by all parties interested in the purchase and sale of the property weighed, or scales inspected and tested.

**189. WEIGH-MASTER—QUALIFICATIONS—BOND—COMPENSATION.]** § 4. Said State weigh-master and assistants shall not be a member of any board of trade or association of like character; they shall give bonds in the sum of five thousand dollars (\$5,000), conditioned for the faithful discharge of their duties, and shall receive such compensation as the Board of Railroad and Warehouse Commissioners shall determine.

**190. MAY ADOPT RULES.]** § 5. The Railroad and Warehouse Commissioners shall adopt such rules and regulations for the weighing of grain and other property as they shall deem proper.

**191. NEGLECT OF DUTY—PENALTY.]** § 6. In case any person, warehouseman or railroad corporation, or any of their agents or employés, shall refuse or prevent the aforesaid State weigh-master or either of his assistants from having access to their scales, in the regular performance of their duties in supervising the weighing of any grain or other property in accordance with the tenor and meaning of this act, they shall forfeit the sum of one hundred dollars (\$100) for each offense, to be recovered in an action of debt, before any justice of the peace, in the name of the People of the State of Illinois: such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution.

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## WEIGHING GRAIN IN BULK BY RAILROAD COMPANY.

AN ACT relating to the receipt shipment, transportation and weighing of grain in bulk by railroad companies. [Approved June 15, 1887. In force July 1, 1887. L. 1887, p. 253.]

**192. ROAD RECEIVING FOR TRANSPORTATION SHALL FURNISH SUITABLE APPLIANCES FOR WEIGHING, ETC.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That in all counties of the third class, and in all cities having not less than 50,000 inhabitants, where bulk grain, millstuffs or seeds are delivered by any railroad transporting the same from initial points to another road for transportation to other points, such road or roads receiving the same for transportation to said points or other connections leading thereto, shall provide suitable appliances for unloading, weighing and transferring such property from one car to another without mixing or in any way changing the identity of the property so transferred, and such property shall be accurately weighed in suitably covered hopper scales, which will determine the actual net weight of the entire contents of any carload of grain, millstuffs

or seeds at a single draft, without gross or tare, and which weights shall always be given in the receipts or bills of lading and used as the basis of any freight contracts affecting such shipments between such railroad companies and the owners, agents or shippers of such grain, millstuffs or seeds so transported and transferred.

**193.** WHERE ORIGINAL CAR RUNS THROUGH WITHOUT TRANSFER.] § 2. The practice of loading grain, millstuffs or seeds into foreign or connecting-line cars at the initial point from which the grain, millstuffs or seeds are originally shipped, or the running of the original car through without transfer, shall not relieve the railroad making the contract to transport the same to its destination or connection leading thereto, from weighing and transferring such property in the manner aforesaid, unless the shipper, owner or agent of such grain, millstuffs or seeds shall otherwise order or direct.

**194.** LIABILITY OF RAILROAD COMPANY FOR NEGLECT OR FAILURE—PROCEEDINGS.] § 3. Any railroad company neglecting or refusing to comply promptly with any and all of the requirements of either sections 1 or 2 of this act, shall be liable in damages to the party interested, to be recovered by the party damaged in an action of assumpsit, and such party may proceed by mandamus against any railroad company so refusing or neglecting to comply with the requirements of this act; and if the shipper, owner or agent of any such grain, millstuffs or seeds shall fail or neglect to proceed by mandamus, it shall then be the duty of the Railroad and Warehouse Commissioners of this State, upon complaint of the party or parties interested, to proceed against the railroad failing or refusing to comply with the provisions of this act; and all the powers heretofore conferred by law upon the Board of Railroad and Warehouse Commissioners of this State, shall be applicable in the conduct of any legal proceeding commenced by such commissioners under this act.

**195.** PENALTY, HOW RECOVERED.] § 4. Any railroad company so refusing or neglecting as aforesaid, shall be liable to a penalty of not less than \$100 nor more than \$500 for each neglect or refusal as aforesaid, to be recovered in an action of assumpsit in the name of the People of the State of Illinois for the use of the county in which such act or acts of neglect or refusal shall occur, and it shall be the duty of the Railroad and Warehouse Commissioners to cause prosecutions for such penalties to be instituted and prosecuted.

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## TO INCREASE THE POWERS OF RAILROAD CORPORATIONS.

AN ACT for an act to increase the powers of railroad corporations. [Approved June 30, 1885. In force July 1, 1885. L. 1885.]

**196.** CONSOLIDATION OF RAILROAD CORPORATIONS.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That all railroad companies now organized, or hereafter to be organized, under the laws of this State, which now are, or hereafter may be in possession of, and operating in connection with, or extension of their own railway lines, any other railroad or railroads, in this State or in any other state or states, or owning and operating a railroad which connects at the boundary line of this State with a railroad in another state, are hereby authorized and empowered to purchase and hold in fee simple or otherwise, and to use and enjoy the railway property, corporate rights and franchises of the company or companies owning such other road or roads, upon such terms and conditions as may be agreed upon between the directors, and approved by the stockholders owning not less than two-thirds in amount of the capital stock of the respective corporations becoming parties to such purchase and sale; such approval may be given at any annual or special meeting, upon sixty days' notice being given to all shareholders, of the question to be acted on, by publication in some newspaper published in the county where the principal business

office of the corporation is situated: *Provided*, that notice of any special meeting called to act upon such question, shall be given to each shareholder whose postoffice address is known, by depositing in the postoffice, at least thirty days before the time appointed for such meeting, a notice properly addressed and stamped, signed by the secretary of the company, stating the time, place and object of such meeting: *And, provided further*, that no railroad corporation shall be permitted to purchase any railroad which is a parallel or competing line with any line owned or operated by such corporation.

**197. CONSOLIDATED COMPANY—BODY CORPORATE—POWER OF—ILLINOIS CENTRAL.]** § 2. Any railroad company now organized or hereafter to be organized under the laws of this State, shall have power from time to time to borrow such sums of money as may be necessary for the funding of its indebtedness, paying for constructing, completing, improving or maintaining its lines of railroad, and to issue bonds therefor, and to mortgage its corporate property, rights, powers, privileges and franchises, including the right to be a corporation, to secure the payment of any debt contracted for such purposes, and to increase its capital stock to any amount required for the purposes aforesaid, not exceeding the cost of the roads and works owned or constructed and equipped by it: such increase of capital stock to be made in such manner and in accordance with and subject to such regulations, preferences, privileges and conditions as the company at any general or special meeting of its shareholders, held at the time such creation of new shares may be authorized, shall think fit: *Provided*, that no stock or bonds shall be issued, except for money, labor or property actually received and applied to the purposes for which such corporation was created; nor shall the capital stock be increased for any purpose except upon giving sixty days' public notice in the manner provided in the first section of this act: *And, provided further*, that nothing contained in this act shall be held or construed to alter, modify, release or impair the rights of this State as now reserved to it in any railroad charter heretofore granted, or to affect in any way the rights or obligations of any railroad company derived from, or imposed by such charter: *And, provided further*, that nothing herein contained shall be so construed as to authorize or permit the Illinois Central Railroad Company to sell the railway constructed under its charter, approved February 10, 1851, or to mortgage the same, except subject to the rights of the State under its contract with said company, contained in its said charter, or to dissolve its corporate existence, or to relieve itself or its corporate property from its obligations to this State, under the provisions of said charter; nor shall anything herein contained be so construed as to in any manner relieve or discharge any railroad company, organized under the laws of this State, from the duties or obligations imposed by virtue of any statute now in force or hereafter enacted: *And, provided further*, that nothing in this act shall be so construed as to authorize any corporation, other than those organized in and under the laws of this State, to purchase or otherwise become the owner, owners, lessee or lessees of any railroad within this State.

## REDEMPTION OF DRAWBACK CHECKS.

AN ACT to regulate and enforce the redemption of drawback checks issued by railroad corporations. [Approved June 1, 1889. In force July 1, 1889. L. 1889, p. 225.]

**198. DRAWBACK CHECK—REDEMPTION OF.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly*, That where any railroad corporation issues or causes to be issued or delivered, by a conductor or other authorized agent, what is known as a drawback check to any passenger on account of the over-payment of cash fare by such passenger for transportation over any part of such railroad, such drawback check shall be redeemed by said corporation upon its presentation

by the holder at any ticket office of such corporation, within ten years after such drawback check may have been issued; and upon refusal of the agent of such corporation in charge of such ticket office to redeem the same upon such presentation, the holder of such drawback check may maintain an action against such corporation in any court of competent jurisdiction for the recovery of the amount of money stipulated in such drawback check, together with costs of suit and a reasonable attorney's fee, to be fixed by the court where the cause is heard, on appeal or otherwise, and taxed as a part of the costs of suit.

**199.** THE TERM "RAILROAD CORPORATION."] § 2. The term railroad corporation contained in this act shall be deemed and taken to include all companies, lessees, contractors, persons or associations of persons, whether incorporated or otherwise owning, operating or using any railroads in this State.

### STEALING JOURNAL BEARINGS, ETC.

AN ACT to punish the crime of stealing or malicious removal of journal bearings, fixtures or attachments from locomotives, tenders, freight or passenger cars. [Approved June 1, 1889. In force July 1, 1889. L. 1889, p. 115.]

**200.** REMOVAL OF JOURNAL BEARINGS, ETC.—PENALTY.] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That any person or persons who shall remove, take, steal, change, add to, take from, or in any manner interfere with any journal bearings or brasses, or any of the parts or attachments of any locomotive, tender or cars or any fixture or attachment belonging to, connected with, or used in operating any locomotive, tender or car owned, leased or used by any railroad or transportation company in this State, shall be subject to punishment by imprisonment in the penitentiary not less than one, nor more than five years, in the discretion of the court or jury before whom the cause is tried: *Provided*, that upon a plea of guilty being entered, the court may fix the penalty prescribed herein: *Provided, further*, that if the removal of such journal bearings or brasses, fixtures or attachments as aforesaid, shall be the cause of wrecking any train, locomotive or other car in this State whereby the life or lives of any person or persons shall be lost as a result of the felonious or malicious stealing, interfering with, or removal of the fixtures aforesaid, the person or persons found guilty thereof shall be liable for murder as in other cases. [For punishment for malicious mischief, see Criminal Code, ch. 38, § 8.]

### RELOCATION OF RAILROAD TO RUN THROUGH COUNTY SEAT.

AN ACT to enable any railroad company whose main line runs near to any county seat to change and relocate such line so as to run through such county seat. [Approved May 5, 1891, in force July 1, 1891. L. 1891, p. 183.]

**201.** RELOCATION OF RAILROAD—COUNTY SEAT] § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That each and every railroad corporation organized in this State, or doing business therein, which has a branch of its railway running through any county seat, and is compelled by law to run all trains passing over the line used by it as its main line upon and over said branch to such county seat, be and it is hereby authorized to relocate and change the line used by it as its main line of railway and bring it into or through such county seat, so that all trains running over said main line shall pass into or through such county seat on said main line and stop thereat to receive and let off passengers and to put on and take off freight.

**202.** RELOCATION—RUNNING TRAIN—MAIN LINE—DEPOT.] § 2. Whenever any railroad corporation shall have relocated and changed the line used by it as its main line of railway, as provided in section one of this act, and shall run all trains over said main line when relocated into or through such county seat, it shall not be required, notwithstanding the decision of any court of this State heretofore rendered, to run any train or trains passing over the line used by it as its main line upon or over

any part of said branch into said county seat: *Provided, however*, it shall be the duty of any such railroad corporation desiring to avail itself of the provisions of this act to so relocate its main line of railroad as to bring the same as near to the business center of such county seat as such branch of its railroad is now located, and such railroad corporation upon its main line so relocated shall build, erect and maintain a good and sufficient depot as near to the business center of such county seat as the depot which may now be located on such branch of its railway, and at such depot on said relocated main line of railroad all trains shall stop to receive and let off passengers and to put on and take off freight.

Any railroad company accepting the provisions of this act shall abandon its right of way and remove its tracks over that portion of its main line between the point where said relocated line leaves the main line as now located and the point where said main line as now located intersects its said branch line as now located, and any railroad company accepting the provisions of this act shall file in the office of the recorder of the county where such change is made, a map showing in detail the portion of the lines and tracks abandoned and of the new line as relocated, and such recorder shall record such map.

**203. ACCEPTING PROVISIONS OF ACT—TO MAINTAIN DEPOT, ETC.] § 3.** Any railroad corporation accepting the provisions of this act and relocating a portion of its main line under the provisions thereof shall forever maintain its depot and operate its main line as relocated.

**204. POWER OF CORPORATION MAKING CHANGE—CONDEMNATION.] § 4.** Every such corporation making the change in the line used by it as its main line provided for in section one of this act is hereby vested with full power and authority to acquire lands necessary for the right of way and depot purposes for the purpose of making such change in its line and for establishing the necessary depots thereon; and if it is unable to obtain such lands by purchase it may acquire them in the manner and under the conditions provided by the act to provide for the exercise of the right of eminent domain.

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## RAILROAD CROSSINGS.

**AN ACT in relation to the crossing of one railway by another, and to prevent danger to life and property from grade crossings.** [Approved May 27, 1889. In force July 1, 1889. L. 1889, p. 223.]

**205. THE CROSSING OF ONE RAILROAD BY ANOTHER.] § 1.** *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That hereafter any railroad company desiring to cross with its tracks the main line of another railroad company, shall construct the crossing at such place and in such manner as will not unnecessarily impede or endanger the travel or transportation upon the railway so crossed. If in any case objection be made to the place or mode of crossing proposed by the company desiring the same, either party may apply to the Board of Railroad and Warehouse Commissioners and it shall be their duty to view the ground and give all parties interested an opportunity to be heard. After full investigation and with due regard to safety of life and property, said board shall give a decision prescribing the place where and the manner in which said crossing shall be made, but in all cases the compensation to be paid for property actually required for the crossing and all damages resulting therefrom, shall be determined in the manner provided by law in case the parties fail to agree.

**206. EXPENSE OF CONSTRUCTION OF CROSSING.] § 2.** The railroad company seeking the crossing shall in all cases bear the entire expense of the construction thereof including all costs and incidental expenses incurred in the investigation by the Board of Railroad and Warehouse Commissioners.

AN ACT to protect persons and property from danger at the crossings and junctions of railroads by providing a method to compel the protection of the same. [Approved June 2, 1891; in force July 1, 1891. L. 1891, p. 181.]

**207. PROTECTING CROSSINGS—INTERLOCKING OR OTHER SAFETY DEVICES.]** § 1. *Be it enacted by the People of the State of Illinois, represented in the General Assembly,* That in every case where the main tracks of two or more railroads cross at a grade in this State, any company owning or operating any one of such tracks, whose managers may desire to unite with others by protecting such crossings with interlocking or other safety devices, may file with the Railroad and Warehouse Commission a petition stating the facts of the situation, and asking said Railroad and Warehouse Commission to order such crossing to be protected by interlocking signals, devices and switches, or other safety appliances. Said petition shall be accompanied by a plat showing the location of all tracks; and upon the filing thereof, notice shall be given to each other company or person owning or operating any track involved in such crossing, and the said Railroad and Warehouse Commission shall thereupon view the site of such crossing, and shall, as soon as practicable, appoint a time and place for the hearing of such petition.

**208. WHEN GRADE CROSSING DANGEROUS—POWER OF COMMISSION—PETITION.]** § 2. If the said Railroad and Warehouse Commission shall, from information obtained in any manner, have cause to believe that any such grade crossing, as described in section one of this act, is dangerous to the public or to persons operating trains, and requires protection, then it shall be the duty of the said commission, without any petition, and of its own motion, to cite the several companies or persons owning or operating the railway tracks forming such crossing, to come before said commission at such time and place as may be named, and show cause why they should not be required to provide such crossing with interlocking or other safety appliances.

**209. COMMISSION TO HEAR PETITION—INTERLOCKING SIGNALS, ETC.—COST.]** § 3. At the time and place named for hearing under any petition filed in pursuance of section one of this act, or in any citation issued in pursuance of section two thereof, unless the hearing is for good cause continued, said Railroad and Warehouse Commission shall proceed to try the question whether or not the crossing shall be protected by interlocking, or otherwise, and shall give to all companies and parties interested an opportunity to be fully heard, and said commission shall, after such hearing, enter an order upon a record book or docket to be kept for the purpose, denying the petition or discharging the citation, if the protection of such crossing as proposed is deemed unnecessary, or, if said commission shall be of opinion, from the evidence and facts produced, that the public good requires that such crossing be protected, then the commission shall enter an order prescribing an interlocking device or equipment for such crossing, in case the companies interested cannot agree upon a device, in which order shall be specified the kind of machine to be used, the switches, signals and other devices or appliance to be put in, and the location thereof, and all other matters which may be deemed proper for the efficient protection of such crossing, and said commission shall further designate, in such order, the proportion of the cost of the construction of such plant, and of the expense of maintaining and operating the same, which each of the companies or persons concerned shall pay. In case, however, one railroad company shall hereafter seek to cross at grade with its track or tracks, the track or tracks of another railroad company, and the Railroad and Warehouse Commission shall determine that interlocking or other safety appliance shall be put in, the railroad company seeking to cross at grade shall be compelled to pay all cost of such appliances, together with the expense of putting them in and the future maintenance thereof.

**210. COMMISSION TO INSPECT PLANT—MAY ISSUE PERMIT TO RUN CROSSING WITHOUT STOPPING.]** § 4. It shall be the duty of every railroad company or person owning or operating any track involved in any such crossing to comply with and carry out fully, or unite with the others



in doing so, any order of the said Railroad and Warehouse Commission made in pursuance of any proceeding instituted or had under this act, such work to be completed within ninety days after such order is made, unless the Railroad and Warehouse Commission shall, for good cause shown, extend the time; and when any such plant shall have been completed and made ready for use, it shall be the duty of the companies or persons concerned to notify the said Railroad and Warehouse Commission thereof, whereupon said commission shall inspect or cause to be inspected the said completed plant in the same manner as is now provided in the act upon that subject, approved June 3, 1887; and if, upon such inspection, the said plant is deemed to be well constructed and suitable and sufficient for the purpose, the said Railroad and Warehouse Commission shall issue a permit empowering the several companies or persons owning or operating the tracks involved therein to run such crossing without stopping, under such rules and regulations as may be in force, or may thereafter be adopted, by the said commission, any law now in force upon the subject of stopping trains at railway crossings to the contrary notwithstanding.

**211. PENALTY FOR NOT COMPLYING WITH ORDER.]** § 5. Any company, person or corporation refusing or neglecting to comply with any order made by the said Railroad and Warehouse Commission in pursuance of this act, shall forfeit and pay a penalty of \$200 for each week of such refusal and neglect, the same to be recovered in an action of debt in the name of the People of the State of Illinois, and to be paid, when collected, into the county treasury of any county where any such suit may be tried.

**212. EXPENSES—HOW PAID.]** § 6. All expenses incurred in any proceeding under this act shall be paid by the railway companies concerned, in equal portions, upon bills to be rendered by the secretary of said commission.

**213. WHAT A CROSSING WITHIN MEANING OF ACT.]** § 7. Every junction of two or more railroad tracks, whether the tracks joining each other are owned by different companies or by the same company, shall be taken and deemed to be a crossing within the meaning of this act: *Provided*, that this section shall not apply to switch, spur or side tracks.



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